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Short Haul Air Passenger Data Sources In the United States

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1. SUMMARY

This report identifies the sources and characteristics of existing data on short haul air passenger traffic in the United States domestic air market. Data availability, processing and costs will also be considered.

Short haul air travel data are available from the Civil Aeronautics Board, the Air Transport Association, the Federal Aviation Administration, the Official Airline Guide, the Commuter Airline Association of America, commercial computer services, state aviation authorities, state public utility commissions, and airlines.

Though the report is primarily concerned with data derived from passenger movements, reference is also made to data derived from aircraft operations since these data can be used to insure that no short haul operators are omitted during the process of assembling passenger data.

There are three categories of scheduled domestic air carriers involved in short haul flights in the United States: certificated carriers (certificated by the Civil Aeronautics Board), commuter carriers and intrastate carriers.

Data derived from certificated carriers are collected by the Civil Aeronautics Board; data derived from commuter carriers by the Civil Aeronautics Board and state authorities; data derived from intrastate carriers by state authorities only.

Certificated carriers provide data on the numbers of passengers with the same itinerary between two points and data on itineraries, the latter indicating where connections are made. Commuter and intrastate airlines provide data only on the numbers of passengers with an itinerary or portion of an itinerary for which they are the carrier.

Detailed passenger origin-destination and itinerary data for certificated carriers are available on magnetic tapes from the National Archives. The bulk of these data are published quarterly by the Civil Aeronautics Board.

Processing of data stored on magnetic tapes can be purchased from commercial computer companies. Their services provide processing flexibility but at a cost which may only be justified for a fairly large study, or one involving detailed investigation of connections between long haul and short haul flight segments. The National Archives can also provide a limited amount of processing.

Passenger data derived from commuter carriers are also available on magnetic

tape from the National Archives. The data are also available in printed form. The total number of passengers in particular mileage blocks can be obtained manually from these data, but they contain no information regarding passenger itineraries. The appropriate airlines should be contacted to find out if such data are available.

Passenger data derived from intrastate airlines are collected by some state agencies and are available in printed form. No data concerning connections between intrastate airlines and certificated airlines are published. The appropriate airlines should be contacted to find out if they have any such data.

The Civil Aeronautics Board data for the domestic air market include data for the domestic part of all international journeys on United States carriers. In addition the Civil Aeronautics Board assembles data for the international part of all journeys on United States carriers. Access to the latter data is restricted. A special data file, also with restricted access, is assembled by the Civil Aeronautics Board for services across the U.S.-Canada border by both United States and Canadian carriers.

2. INTRODUCTION

This report identifies the sources and characteristics of existing data on short haul air passenger traffic in the United States domestic air market. The availability of such data, the amount of processing required to reduce it to a usable form, and the costs involved in acquiring the data from each source will also be considered.

Short haul air journeys are here defined as journeys not greater than 500 miles, comprising about 40 percent of the total number of U.S. domestic air journeys. The short haul market varies. In the east, where major cities are closely spaced, there are many short haul connecting routes. In contrast, in the midwest and west very few major cities are less than 500 miles apart, and the number of short haul domestic air journeys between the major cities declines (see Fig. 1, Appendix A).

Short haul service between major cities is mainly provided by "certificated carriers" and "intrastate carriers." Certificated carriers (certificated by the U.S. Civil Aeronautics Board (CAB) to provide interstate air services) report passenger itinerary data to the CAB as part of a continuous 10 percent sample, origin-destination survey; they also report monthly service segment data, the monthly total number of passengers on all segments of airline flight itineraries, to that agency. Intrastate carriers operate entirely within one state and are regulated by that state. These are few in number, operating only in California, Florida, Illinois, and Texas.

A small, but significant part of the short haul domestic air service is provided by "commuter carriers," particularly on routes connecting smaller communities to major cities for journeys less than 200 miles (see Fig. 2, Appendix A). Commuter carriers are free to operate or cease operating at will but are limited to operating aircraft with a capacity less than 30 passengers. A carrier making five or more trips between any two points each week is classified by the CAB as a commuter carrier, as distinguished from an air taxi operator. (Air taxi operators use very small planes and are available for hire in much the same way as taxis. Their contribution to the short haul market is not significant.) Some commuter carriers operating entirely within one state are subject to regulation by that state. In such cases, the carrier may be required to submit data to a state agency and to the CAB. (A list of all air carriers involved in scheduled domestic short haul activity appears in Appendix A.)

In this report, city pairs (any two cities connected by air service) are identified as either long or short haul. Available passenger data sources are derived from both

long haul and short haul city pairs, and the report discusses the process of separating data derived from short haul flights from that derived from long haul flights. The report also discusses data sources concerning passenger connections between short haul and long haul flight segments; as a consequence, data sources for complete trip itineraries are also listed.

Short haul market data sources fall into several categories depending on the type of air carrier involved. Data for CAB certificated carriers are very extensive and are collected by the CAB. Section 3 of this report describes the passenger data bases maintained by the CAB and how these can be accessed. Section 4, concerned with CAB certificated carrier data, considers how these bases can be accessed through commercial computer services and describes a compilation of CAB data published by the Air Transport Association. Commuter air carrier data, though not as extensive as certified carrier data, are also collected by the CAB; these data are described in Section 5 of this report.

All relevant state agencies have been contacted by the Institute of Transportation Studies regarding regulation of carriers and data collection. Their responses are summarized in Section 6. Section 7 contains information on data derived from the following sources: border flights involving Canada and Mexico, the Federal Aviation Administration (FAA) Profiles, the Commuter Airline Association of America (CAAA), individual airlines, and the Official Airline Guide.

3. CIVIL AERONAUTICS BOARD AS A DATA SOURCE FOR CERTIFICATED DOMESTIC CARRIERS

Certificated domestic carriers are the largest group of short haul passenger transportation air carriers. Two distinct and separate forms of certificated carrier passenger data are collected, processed and stored by the CAB: (1) a continuous 10 percent sample of origin-destination data and (2) a continuous 100 percent sample of service segment data. Short haul passenger data are included in both of these data sources.

Origin-Destination Survey Data -- 10 Percent Sample

The CAB conducts an origin-destination survey, begun in 1939, of all CAB certificated air carriers (both international and domestic). The survey involves a continuous 10 percent sample of passenger tickets. Quarterly data have been collected and published since 1960. Prior to 1960 the data were issued semiannually. The CAB processes the data and separates domestic origin-destination data from international origin-destination data. Data for most short haul markets in the U.S. appears in the domestic survey data.

The domestic origin-destination data describe those passenger journeys where all points of the itinerary lie within the 50 U.S. states (purely intra-Alaska traffic is not included). For an itinerary with an international flight, only the domestic portion of the itinerary is included in the domestic survey data.

The data submitted to the CAB include the ticket origin and destination, the itinerary in terms of carriers and transfer points, and the number of passengers flying on exactly the same itinerary during the calendar quarter. When an air journey involves more than one certificated carrier, the data are collected by the first certificated carrier on the itinerary of the journey.

From the data submitted to the CAB, several origin and destination data banks or files are created. These are stored on magnetic tapes. Copies are kept at the National Archives and Records Service (see Appendix B for address).* The number of reels of tape for one year of record is upward of 4, depending on the particular data bank.

*These tapes are in nine track configuration, employing binary packed decimal and EBCDIC coding. They were produced on IBM/360-30 and 360-40 computers and are suitable for use on comparable equipment. The user may request tape copies on seven- or nine-track tape, with or without labels, written at a density of 556, 800, or 1,600 b pi.

The CAB origin and destination data banks record the number of passengers between any two cities in relation to one of those cities, which is specified as the base city. Separate data banks are maintained to describe "directional," "on-line" and "coupon" passengers. (Data banks are more fully described in Appendix C.)

"Directional passengers" are those travelling on the same itinerary between two given points, the points being referred to as directional origins and destinations. Directional origins and destinations are, then, the first and last points of a one way ticket and the first and last points on each of the "directional" parts of a round trip (or "open jaw") ticket. The CAB breaks down round trip or open jaw ticketed itineraries into one way (directional) component trips by a standard procedure described in Origin-Destination Survey of Airline Passenger Traffic — Domestic, which is discussed below.

"On-line" refers to that consecutive part of an itinerary which is entirely on the same airline. "On-line passengers" are those travelling on the same airline between any two points, these points are sometimes referred to as "on-line" origins and destinations.

Airline tickets consist of several pages (or "coupons"), one being removed by the appropriate airline for each segment of an itinerary. A "coupon" indicates, therefore, one segment of an itinerary. "Coupon passengers" are those travelling on a segment, i.e., between two consecutive points, the points being sometimes referred to as "coupon" origins and destinations.

Access to domestic origin and destination data is not restricted. * Access to the CAB data banks containing international data is permanently restricted; access to these banks requires approval of the Statistical Data Division of the Bureau of Accounts and Statistics, CAB (see Appendix B for address).

The cost of purchasing the magnetic tapes is considerable (costs are outlined in Appendix J), and processing of the tapes to access data requires the services of experienced personnel. The tapes have, however, been purchased by some commercial computer companies. The costs of data access and processing may be reduced by use of their services (see Section 4 of this report).

*"Restricted" data are not available for public use. The CAB restricts all data bases containing international data. These data are disclosed to government agencies and to air carriers contributing to the survey. Other agencies and carriers may apply to the CAB to access the international data.

The National Archives will provide specialized extractions from the tapes, upon request. Extract work is limited to the data available in any one file, and processing is limited to simple computations. The capabilities for and cost of undertaking a particular task are determined upon receipt of specifications for the project. (See Appendix J for the Archives' quoted cost per hour of computer processing time.)

The CAB itself processes the origin and destination survey data, producing quarterly, tabulated survey results published in bound form. The results of the domestic survey are compiled into Origin-Destination Survey of Airline Passenger Traffic -- Domestic, * published by and available on an annual subscription basis from the Air Transport Association (see Appendix B for address). Tables 1 through 10 of the CAB's origin and destination survey are included in this publication, and tables 11-13 are available on microfilm, also from the Air Transport Association. (A description of the survey and sample pages are included in Appendix C.) Photocopies of pages of Origin-Destination and portions of microfilm are available from the Records Service Section of the CAB (addresses appear in Appendix B, costs are shown in Appendix J).

Origin-Destination notes mileage between origins and destinations, thus permitting the separation of long haul and short haul passenger data. Passenger itineraries between "directional" (see p. 6) origins and destinations are also presented in the Origin-Destination. Origin-Destination could, for example, be used in a study of connections between short haul and long haul flights. Such a study would require extraction and assembly of specific short haul segments from the itineraries and identification of adjacent itinerary segments as either long haul or short haul. This would, however, require extensive manual processing which does not appear practical. It must be remembered that the Origin and Destination data are a sample, representing only 10 percent of the total number of passengers.

Service Segment Data

The other form of passenger data collected by the CAB is service segment data, the total number of passengers on all segments of airline flight itineraries by airline flight number. These data are submitted to the CAB by the carriers every month. They are derived from a 100 percent count. The data are assembled by the CAB into the Service

*Note: A parallel document, Origin-Destination Survey of Airline Passenger Traffic -- International/Territorial, is also published. Its data are restricted and made available only to persons approved by the CAB. Data for most short haul markets will be found in the domestic Origin and Destination. The particular case of short haul flights across borders is discussed in Section 7 of this report.

Segment Data File (or data bank) and stored on magnetic tape. At the end of every year monthly files are merged into one data base, but no annual passenger totals are presented. The first complete year of record for this data base is 1971. The annual data base (file) — containing records for one year in sequence by month, carrier and airline flight number — is contained on eight reels of tape. Access to data involving domestic segments is restricted for one year following the close of the calendar year for which the data were reported, except by special authorization from the Statistical Data Division of the Bureau of Accounts and Statistics of the CAB. (Access to international segments is permanently restricted except by special authorization.)

A description of the service segment data base and a sample printout of the data it contains are shown in Appendix C. The data given for each segment of the flight include the number of passengers enplaning at the beginning and deplaning at the end of the segment, and the number of enplaning passengers deplaning at each subsequent point of the airline flight itinerary. This service segment base contains no data on connections made by passengers enplaning or deplaning at any point on the airline itinerary.

This base could be used to find the total long haul and short haul passenger flights from a particular city or region. After identifying the airline and flight numbers involved, the aggregate data for the appropriate flight segments could be obtained manually from printout of the data. This would be somewhat tedious. Possibilities of processing the tape data to obtain the required flight segment totals could be explored with the National Archives or with a commercial computer service. The value of accessing this particular data is that it could be used as a cross check of the aggregate data derived from the 10 percent survey. In addition, this base makes possible the analysis of passenger data for itineraries which are entirely on the same airline.

Service segment data are not available in published form, but extracts from the tapes can be obtained, with CAB approval where necessary, from the National Archives (see Appendix B for address; the costs of obtaining all CAB data are outlined in Appendix J).

4. OTHER MEANS OF ACCESSING CAB DATA FOR CERTIFICATED CARRIERS

Commercial Computer Time-Sharing Services

CAB origin and destination tapes are, as noted, purchased and processed by commercial computer services. Two companies known to the authors are I. P. Sharp Associates and APL Services Inc. (addresses are listed in Appendix B). Both companies use APL programming language and both offer the use of computers on a time sharing basis.

In order to determine the nature of available computer services, the Institute of Transportation Studies (ITS) undertook some data extraction using the facilities of I. P. Sharp Associates. The service is available on a local dial-up basis in many areas of the United States and can be accessed through any conversational mode APL compatible terminal.*

Sharp Associates maintains several aeronautic data bases including an origin and destination data base. They are available to all users of the SHARP system. The aeronautics data bases are accessed through the use of an APL based system, MAGIC. This system contains access routines and commands, thus providing for data retrieval and manipulation. (The system is not difficult to learn, and I. P. Sharp offers a two day training course on the use of both the terminal and APL/MAGIC. The company also maintains regular communications with clients and provides information on new developments in the system.)

The CAB origin-destination data base is one of the most recent additions to the Sharp system. This base was developed from the CAB Data Bank 2C, described in Appendix C of this report. Data for all four quarters of 1973, 1974 and the first two quarters of 1975 are currently available, and plans are underway to update the base's data on a regular basis. In developing their data base, I. P. Sharp had in mind the specifications of the Air Transport Association's Task Force on Origin and Destination Report Requirements (see p. 12 of this report).

The I. P. Sharp Associates system permits the use of several standard reports which can be produced by simply stating the report number required and supplying the information asked for by the computer. The time frame of the data presented in these

*The access terminal can have speeds of 15 or 30 characters per second. The 15 cps or 134.5 baud terminal must operate in EBCDIC or correspondence format, the 30 cps or 300 baud terminal must operate in ASCII format.

standard reports is quarterly. Some standard reports also provide yearly totals, but it must be remembered that the data are from a 10 percent sample. (Examples of Sharp standard reports are given in Appendix D.)

A standard report, listing the number of passengers between any number of specified city pairs, can be produced for local passengers (those passengers not making a connection at either of the specified cities), beyond passengers (those passengers making a connection at one of the specified cities) or for all passengers (both local and beyond passengers). Short haul city pairs to be included in a standard report must first be identified by other means. The report for beyond passengers does not specify at which city, of the city pair, a connection is made.

One of the best features of the I. P. Sharp CAB origin-destination data base is that it is possible to access all itineraries both between and beyond the city pair in question. It is also possible to access all itineraries involving a single city. Using this data, it is possible to undertake a very detailed study of the connections between long haul and short haul flights at a particular city. However, the manual identification and classification of long haul and short haul segments of each itinerary is quite tedious.

In short, the data presented in available standard reports on the I. P. Sharp system require a certain amount of manual processing to separate long haul and short haul data.

The most beneficial aspect of using a data retrieval service, such as that provided by I. P. Sharp, is the flexibility available to the user. By writing new programs the data can be accessed in any required form. Acquaintance with computer programming in the APL language and knowledge of MAGIC enables the user to prepare such access programs. (Sharp Associates can of course provide this service; they can also access data as an alternative to terminal access by the client; in addition, they are currently involved in continuing development of the CAB origin-destination data base and are particularly interested in fitting this development to user requirements.)

To obtain the number of short haul passengers in a study region by identifying the short haul city pairs in the region, a new access program on the SHARP/APL/MAGIC system would be needed. Another new access program would be needed to obtain for a specific short haul flight segment the number of passengers connecting with long haul flights. Since the Sharp data base contains distances between city pairs, and since city pairs or flight segments can be accessed by specifying a mileage range, these programs appear feasible.

CAB service segment data (see Section 3) are not currently available through commercial computer services. I. P. Sharp is investigating the placement of service segment data in their system. They estimate that it will be several months before service segment data actually become available.

The costs of using the I. P. Sharp system include the cost of renting a terminal, if one is not already available; the cost of training personnel in the use of the terminal and APL/MAGIC; and the actual cost of using the service. Areas at some distance from an I. P. Sharp local office must also consider the cost of a telephone connection. (Current estimates of these costs are given in Appendix J.)

A lower cost of using the service (see Appendix D) is available for jobs which require a fair amount of processing and little user interaction with the computer. These jobs are referred to as batch tasks and are run during off-peak hours. Batch task processing is useful for large expensive reports, the results of which are not needed immediately. (The results can be printed in Toronto, the head office of I. P. Sharp, and then sent by mail, or printed out on the user's terminal.)

Air Transport Association

The Air Transport Association (ATA) represents the major scheduled airlines in the United States. In May 1975, ATA published Aircraft Movement and Passenger Data — Top 100 U.S. Airports (AMPD). AMPD data describe an average day in August 1973. ATA is seeking funds to update these data on a regular basis. (AMPD can be purchased from the ATA — see Appendix B for address and J for cost).

AMPD contains several exhibits, sample pages are attached in Appendix E of this report. Exhibit 1, Volume I, was derived from the Official Airline Guide; it contains all scheduled aircraft movements by hour for each of the largest 100 airports. Hourly passenger and aircraft movement profiles, derived from merging the Official Airline Guide with CAB service segment data, are contained in Exhibit II, Volume I. The data in this exhibit describe flights by CAB certificated carriers only. Exhibit III, Volume I, derived from the same source and describing the same carriers as Exhibit II, contains aggregate daily data for passenger movements on flights into and out of each of the largest 100 U.S. airports, specifying the origin or destination of the flight but not the distance.

Volume II of AMPD is a list of flights ("flights" here refers to those offered by commuter airlines and intrastate airlines) into and out of the largest 100 U.S. airports. The flights are scheduled in the Official Airline Guide but are not included in the CAB Service Segment Data File. The ATA suggests that estimates of the numbers of passen-

gers on these flights can be made by using load factors; space is provided in Volume II of AMPD for undertaking such estimates.

AMPD Exhibit III, Volume I, data are presented in a form useful only for the study of operations at a major city airport. The data include passenger counts out of the major city, enplaning and through; and passengers into the major city, deplaning and through ("through" here indicates to or from another U.S. airport on the same airline).

Exhibit III does not note the distance between city pairs; some processing is therefore required to obtain separate totals for long haul and short haul flights. Neither does the exhibit contain information on the itinerary of those passengers enplaning and deplaning; no study of connections can consequently be made. In addition, while analysis of through passengers may be undertaken, there is no way to know whether adjacent flight segments are long haul or short haul.

The ATA's Aircraft Movement and Passenger Data — Top 100 U.S. Airports describes, then, only the number of passengers into and out of the major cities terminating and through (on the same airline) for a typical day in August 1973. That number is given separately for all cities with CAB certificated service to and from the major city. As noted, AMPD contains no passenger data for airlines which are not CAB certificated.

During 1975, the ATA established a Task Force on Origin-Destination Report Requirements to develop specifications for a time sharing computer system, capable of retrieving data from the CAB's Origin and Destination Survey. System proposals were requested. APL Services, Inc., obtained the contract.

The requirements of the computer system were specified in detail. Two data bases were called for. The first, an itinerary data base, will contain eight quarters of data developed from CAB Data Bank 2C (that bank is described in Appendix C). The itinerary data base would allow detailed studies of travel itineraries and connections. It would also allow the selection of records having a certain "coupon mileage,"* thus permitting the separation of long haul and short haul flight segments.

The second data base, a summary data base, will consist of quarterly data starting from 1968 (ultimately to build up to forty quarters). This summary data base will include for each city pair, local (i.e., no connection) and connecting passenger data, both

*Coupon mileage is the length of the flight segment, i.e., the distance between two consecutive points.

"on-line"* and "coupon."† It will also include distances between city pairs and permit separation of long haul and short haul flight segments.

The specifications of the ATA's time sharing computer system were prepared to meet the needs of the participating carrier-users. The specifications call for itinerary data and the inclusion of mileages in the data base. Thus, studies of short haul — long haul connections could be attempted when this data base is operational. (The ATA should be contacted regarding the most recent developments in the assembly of this data base.)

*On-line passenger data refers to the number of passengers travelling on the same airline between any two points.

†Coupon passenger data refers to the number of passengers travelling between two consecutive points.

5. CIVIL AERONAUTICS BOARD AS A DATA SOURCE FOR COMMUTER CARRIERS

Commuter air carriers are a fairly significant and growing part of short haul air transportation. These carriers are defined here and by the CAB as those offering at least five round trips per week between any two points. They operate under a CAB blanket exemption (#298), and they are not permitted to operate aircraft with more than 30 seats. They have been required to submit "on-line" (see footnote p.13) origin and destination data on a city-pair basis to the CAB since 1969. These data are received by the Bureau of Operating Rights, Standards Division (see Appendix B for address). The data are stored on magnetic tape at the National Archives; a description of the data base is included in Appendix F.

From the submitted data, the CAB prepares thirteen different tables, assembled twice annually. Sample copies of these tables appear in Appendix F. Access to all data is restricted for one year following the close of the year during which they were assembled, subject to special waivers obtained from the CAB. The data are actually assembled and ready for use about four months after June 30 and December 31 of each year.

In all thirteen tables, the "number of passengers" refers to traffic in both directions between the city pair. CAB suggests that it is reasonable to assume fifty percent traffic in each direction. (The actual figures for one-way traffic are available from tapes of the 298C data base at the National Archives.)

Copies of any part of the tables can be obtained from the Records Service Section of the CAB. Copies of the 298C data base magnetic tapes can be purchased from the National Archives (addresses appear in Appendix B, costs in Appendix J).

In addition, the CAB Bureau of Operating Rights publishes, twice annually, a summary, Commuter Air Carrier Traffic Statistics. Commuter Carrier-Certificated Carrier Competition (January 1976) and The Impact of Commuter Airlines in Short Haul Major Hub Markets (February 1976) are also useful. These latter two publications can be obtained from the Bureau of Operation Rights of the CAB (see Appendix B for address).

While these publications are of general interest in a short haul study, detailed data on number of passengers can only be found in the thirteen CAB commuter carrier tables or tapes mentioned earlier. Tables 01 and 04 contain city pair passenger data.

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The same data are contained in both tables; but Table 01 is arrayed alphabetically by city with a new page for each city, while Table 04 is set out on a state basis with a new page for each state. Table 01 duplicates some data: each city is considered as a "base city"* in turn; this duplication might, however, be useful since all the data for one city can be separated.

To process the CAB's commuter carrier data for short haul studies, it is necessary to make separate totals of the number of passengers for short haul and long haul journeys. The separate totals can be obtained for one major city or for a whole region. (Note that the CAB's totals are for trips in both directions between the city pairs; no data concerning whether the passengers are terminating their air journey or connecting with another flight are available from these totals.)

*A base city is one for which data are presented in terms of traffic between it and a number of other cities, e.g., San Francisco-Portland, San Francisco-Seattle, etc.

6. STATE AGENCIES AS DATA SOURCES FOR INTRASTATE AND COMMUTER AIRLINES

The Official Airline Guide lists six intrastate air carriers. These carriers are regulated by the states in which they operate. Pacific South West, Air California, and Yosemite Airlines operate in California; Air Florida operates in Florida; Air Illinois, in Illinois; and Southwest Airlines, in Texas.

Commuter airlines operate in most states, some are interstate, some intrastate. They operate under a CAB blanket exemption and are not generally regulated by state agencies. There are, however, a few states where some degree of regulation and data collection occurs. Other states, while not regulating the commuter airlines, do collect some data or have had studies of their short haul air system undertaken.

A letter of inquiry was sent to all state public utilities and aeronautics agencies. On the basis of their responses, the states were classified as follows with respect to intrastate operations.

(1) States collecting carrier O & D data on a regular basis (Table 1)

California	Iowa	Oregon
Illinois	Kentucky	

(2) States collecting some airport and/or carrier enplanement data (Table 1)

Massachusetts	Texas	Vermont
Michigan	Utah	

(3) States not collecting data but reporting studies at a state or regional level either in progress or completed (Table 2)

Arizona	Maryland	New Hampshire	Virginia
Florida	Missouri	Ohio	Washington
Louisiana	Montana	Pennsylvania	
Maine	New York	Rhode Island	

(4) States not collecting data but included in area of regional level studies reported in (3)

Arkansas	Idaho	North Dakota	Wyoming
Connecticut	Kansas	Oklahoma	
District of Columbia	Nebraska	South Dakota	

(5) States not collecting data but reporting studies at a local level

New Jersey

(6) States not collecting data and reporting no studies

Alabama	Indiana	South Carolina	Tennessee
Colorado	Mississippi	West Virginia	
Hawaii	New Mexico	Wisconsin	

(7) No response

Alaska	Minnesota	Nevada
Delaware	North Carolina	Georgia

Samples of the data collected by the states in groups (1) and (2) appear in Appendix G. References to completed studies reported by the states are included in Appendix K.

In general the various studies reported by the states do not provide useful sources of short haul data. Their data base is frequently the CAB data, processed to suit the circumstances, and where seemingly original data are included they are usually too fragmented or specific to be generally applicable. Further, the more comprehensive studies reported by the states do not describe the raw data from which their analyses were derived.

TABLE 1
INTRASTATE DATA COLLECTED BY STATE AGENCIES ON A REGULAR BASIS

State	Agency	Data	Level of Detail	Carriers ¹	Frequency	Availability
California	Public Utilities Commission	Origin-destination	by carrier	I	monthly	Open to inspection after 6 mos. Semiannual report covers previous quarter and year to date.
		Sector load factor	by carrier	I + C	monthly	Open to inspection after 6 mos. Quarterly report published.
Illinois	Division of Aeronautics	Origin-destination	by carrier	I C	quarterly } annually }	Good data from October 1974.
Iowa	Aeronautics Division	Origin-destination	by carrier	I + C	monthly	Data from 1976.
Kentucky	Division of Aeronautics	Origin-destination } Sector load factor }	by carrier ²	I	monthly	Open to inspection and simple enquiries.
Massachusetts	Aeronautics Commission	Airport enplane-ments	by carrier	I	annually	Published annually
Michigan	Dept. of State Highways and Transportation	Two-way passen-ger totals	by airport	I	annually	On enquiry.
Oregon	Public Utility Commis-sioner	Origin-destination } Overall load factor }	by carrier ³	I	quarterly	Data from 1975.
Texas	Aeronautics Commission	Airport enplane-ments	by carrier	I	quarterly	Disclosure restricted for one year.
Utah	Div. of Public Utilities	Total enplanements	by carrier ⁴	I	annually	Open to inspection.
Vermont	Aeronautics Board	Airport enplane-ments	by carrier	I + C	monthly	On enquiry.

NOTES:

1. I = intrastate and commuter carriers; C = certificated carriers.
2. Air Kentucky only intrastate carrier.
3. Origin-destination figures are disseminated as one-way by origin city. However each city pair is served by only one carrier.
4. Sun Valley Key only carrier on file.

TABLE 2
STUDIES REPORTED BY STATE AGENCIES

State	Study	Date	Performed by	Other States Involved
Arizona	Western Region Short Haul Air Transportation Program ¹	1970	The Aerospace Corp.	Western Conference of the Council of State Governments
Florida	Florida Intrastate Aviation Study ¹	1975	Systems Analysis & Research Corp.	
Louisiana	Third Level Air Carrier Study	In progress	State Dept. of Public Works	
Maine	Maine-Canada Air Passenger Market	1973	State Dept. of Transportation	
Maryland	Washington-Baltimore Air Passenger Survey ¹	1973	Alan M. Voorhees & Assoc.	Virginia, District of Columbia
Missouri	Commuter Study	In progress		Arkansas, Kansas, Louisiana, Oklahoma
Montana	The Old West Region Air Service Project	In progress	The Aerospace Corp.	Nebraska, North and South Dakota Wyoming
New Hampshire	New England Service Investigation		Civil Aeronautics Board	New England States
New Jersey	V/STOLport Site Search and Feasibility Study ¹	1975	Parsons, Brinckerhoff, Quade & Douglas	
New York ²	-	-	-	
Ohio	Ohio Airport System Plan	1975	State Dept. of Transportation	
Oregon	Oregon Commuter Air Service Proj. ¹	1975	The Aerospace Corp	
Pennsylvania	Statewide Airport System Plan	In progress	State Dept. of Transportation Dixon Speas Assoc.	
Rhode Island	State Airport System. Airline Passenger Ticket Survey ¹	1970	Statewide Planning Program	
Virginia	Intrastate Third Level Air Service Study	pending		
Washington	Pacific Northwest Regional Air Proj. ¹	1975	The Aerospace Corp.	Idaho, Oregon
	Washington State Airport System Plan	1973	State Dept. of Transportation	

Notes:

1. References given in Appendix K.
2. New York reported several unspecified studies.

7. OTHER DATA AND RELATED MATERIAL

CAB Data for U.S.- Canada, U.S.- Mexico Border Flights

U.S.- Canada border flights obviously contribute significantly to the short haul market of the states adjacent to Canada. The CAB maintains a data base file for U.S.- Canada transborder passenger itineraries. The file contains passenger data for the most recent four quarters only. Data are contained on one reel of magnetic tape. All routings are classified as unidirectional, in the same manner as are data from U.S. certificated carriers. Ticket origin and destination and all itinerary points in the routing are identified. (Further description of this data base is included in Appendix H.)

The transborder passenger itinerary data are derived from both the U.S. and Canadian passenger origin and destination surveys. Unlike the CAB domestic origin and destination survey files (described in Section 3), this file represents 100 percent of the passenger traffic. (The U.S. data in the transborder file are derived by multiplying CAB 10 percent sample data by ten; the Canadian data in the transborder file are derived from 20 percent sample data multiplied by five.)

The data in this file are restricted. Application for access must be made to both the U.S.- Civil Aeronautics Board and the Air Transport Committee of the Canadian Aviation Statistics Center (see Appendix B for address).

There is no equivalent CAB file for U.S.- Mexico border flights. U.S.- Mexico short haul passenger data for CAB certificated carriers are contained in the international origin-destination survey and data bases, 2A and 3A, maintained by the CAB (see Appendix H); and in the Origin-Destination Survey of Airline Passenger Traffic-International/Territorial (see Appendix H). These data are also restricted. Application must be made to the CAB for their release.

FAA Profiles

The FAA publishes two separate Profiles of Scheduled Air Carrier Operations each year. The two publications consider the largest 100 U.S. airports. They constitute the hourly record of the number of aircraft operations for one day in May and one day in November of a particular year. They are published twice annually. The data are assembled from the Official Airline Guide.

In the two separate publications, the total number of hourly operations are subdivided differently. In one, the division is by stage length; this division indicates how

much scheduled flight activity is short haul. In the other, the division is by air carrier type, including domestic trunk, local service, international, and air taxi. The carriers referred to as air taxi in the profile are those designated as commuter airlines in this report. The air taxi profile therefore indicates the significance of commuter airline activity.

The FAA also publishes a Profile of Scheduled Air Carrier Passenger Traffic for the Top 100 U.S. Airports. This publication's total of hourly passenger movements, deplanements and enplanements is derived from CAB certificated (domestic and international) airline data and from estimated passenger data for commuter airlines, foreign flag and intrastate carriers. The estimated passenger data are obtained by applying load factors to data derived from the aircraft operations described in the Official Airline Guide. The Profile gives some indication of how much of the short haul passenger activity is covered by detailed CAB data collected from certificated airlines.

The FAA publications are available without restriction (see Appendix B for address). Sample extracts are contained in Appendix I. While not a data source in themselves, these publications are included in this report because they establish a background picture of passenger and airline activity at the major U.S. airports.

The Commuter Airline Association of America (CAAA)

The CAAA represents commuter air carriers (CAC) operating under authority granted by the CAB, as described in Section 5. Such carriers are registered with the CAB; they are required to carry liability insurance, provide the Board with copies of their schedules, and file periodic reports. They do not hold CAB certificates, and their fares are not regulated or subject to approval by that agency. They operate without subsidy or route protection, and they can enter or leave the market at any time.

The Association sees the CAC's role as extending the nation's scheduled air transport system to small communities not served or not adequately served by certificated carriers. The Association notes that in 1974 many CAC reported that 95 percent to 100 percent of their passengers were delivered to or received from CAB certificated carriers. They also note that a review of all CAC local traffic reveals that approximately 65 percent can be identified as connecting passengers, 35 percent as intercity.* One must contact the actual airlines for more specific data.

*Statements by Thomas S. Miles, President CAAA, before the Federal Energy Administration, February 17-18, 1976.

The Airlines

Since data on connections of commuter and intrastate airlines with certificated airlines, in terms of the numbers of passengers making connections at specific points, are not available from any single source, the airlines themselves should be approached.

The commuter airlines' stated purpose is, as noted, to connect smaller communities to the major airline routes. Some commuter airlines have agreements with major airlines wherein a special effort is made to tie in schedules with the major airline's schedules. Others have contracts which are more binding, providing for joint ticketing arrangements; in such cases, actual information on the number of connections made is available.

Commuter airlines do generally have a good idea of the proportion of their passengers making connections, and they should be considered as a useful source of data. (A current list of commuter airlines appears in Appendix A.)

Some commuter airlines do provide service between major cities. This service occurs when a smaller airport is available closer to the location of demand than that used by the major carriers. In general, however, traffic between major cities is too dense to be served satisfactorily by the small, commuter airline aircraft.

In the midwest, commuter airlines also connect the smaller cities, the automobile being their major competition in this market. Since the automobile is much more significant in the case of passengers who are continuing their air journey, it would seem likely that the CAC industry will extend its provision of feeder connection to major cities.

A few intrastate carriers (listed in Appendix A) operating in the U.S. mostly serve passengers travelling between major cities. They are not permitted to enter into joint fares agreements with certificated carriers, so there is no source of connecting passenger data.

The intrastate airlines should be consulted individually to obtain some idea of the likelihood of there being any such connections. Interaction between intrastate and commuter airlines is not restricted in any way. Again, the possibility of there being actual data on connections depends on whether or not joint ticketing arrangements between individual carriers exist.

The Official Airline Guide Schedules

The Reuben A. Donnelly Corporation Official Airline Guide is published twice monthly; it contains all scheduled passenger aircraft operations (i.e., for certificated car-

riers, commuter carriers and intrastate carriers). This Guide could be used as a cross check to determine whether any scheduled flights have been omitted after data has been assembled from other sources.

Currently, the Guide does not include commuter airlines in its list of connecting flights. The CAAA is contesting this omission on the grounds that it contradicts fair competition practices. This contested omission does not affect the value of the Guide as a cross check on scheduled aircraft activity.

* * * * *

NOTE: Page numbers appearing at the bottom center of the page in Appendices C, E, and H are those of the original copy. They are included here for reference purposes.

APPENDIX A

U.S. AIR CARRIERSCertificated Carriers

Alaska Airlines
Allegheny Airlines
Aloha Airlines
American Airlines
Braniff International Airways
Continental Airlines
Delta Air Lines, Inc.
Eastern Air Lines
Frontier Airlines
Hawaiian Air Lines
Hughes Airwest
Kodiak Western Alaska Airlines
National Airlines

North Central Airlines
Northwest Orient Airlines, Inc.
Ozark Air Lines
Pan American World Airways
Piedmont Aviation
Reeve Aleutian Airways
Southern Airways
Texas International Airlines, Inc.
Trans World Airlines
United Airlines
Western Airlines
Wien Air Alaska, Inc.
Wright Airlines

Commuter Carriers

Aerie Airlines
Air Atlantic Inc.
Air Carribbean
Air Carolina
Air Catalina
Air Exec
Air Idaho, Inc.
Air Illinois
Air Kentucky
Air Metro Airlines
Air Midwest
Air New Ulm
Air Speed, Inc.
Air Sunshine
Air Wisconsin
Alaska Aeronautical Industries
Alaska Southcoast Airways
All Island Air, Inc.
Altair Airlines, Inc.
Amistad Airlines, Inc.
Antilles Air Boats, Inc.
Apollo Airways, Inc.
Astro Airways Corp.
Baja Airlines, Inc.
Bar Harbor Airlines
Brandt Air
Brower Airways, Inc.
Business Aircraft Corp.
California Air Commuter
Cannon Aviation Co., Inc.

Capitol Air Services, Inc.
Cardinal Airlines, Inc.
Cascade Airways
Catalina-Vegas Airlines
Catalina Airlines, Inc.
Catskill Airways
Chalk's International Airline, Inc.
Clipper Air International Corp.
Coastal Air Ltd.
Coastal Airways
Cochise Airlines
Colgan Airways, Corp.
Columbia Airline
Command Airways, Inc.
Comut Aire of Michigan Inc.
Commuter Airlines
Crown International Airlines
Cumberland Airlines
Davis Airlines, Inc.
Dorado Wings
Downeast Airlines, Inc.
Eastern Caribbean Airways
Empire Airlines
Eureka Aero Industries, Inc.
Execuair Airlines, Inc.
Federal Carriers
Florida Airlines, Inc.
 & Air South
 & Shawnee Airlines, Inc.
BCS Airlines

Commuter Carriers (Continued)

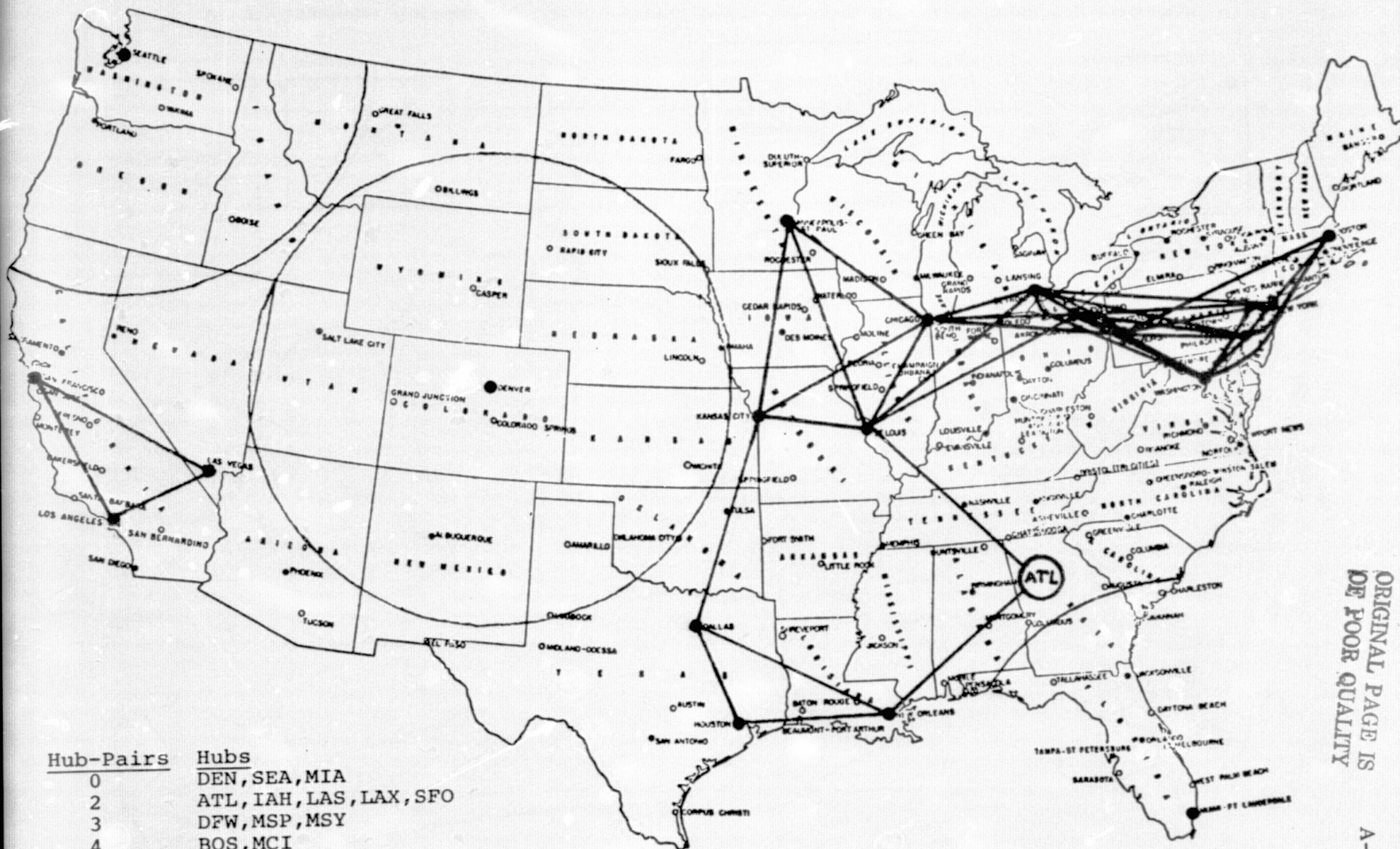
Grand Canyon Airlines, Inc.
 Golden West Airlines, Inc.
 Gull Air Inc.
 Hankins Airways, Inc.
 Harbor Airlines
 Hensley Flying Service, Inc.
 Horizon Airways, Inc.
 Imperial Airlines
 Island Air
 Island Pacific Air
 Lake Havasu Air Service
 Lawrence Aviation, Inc.
 Lebanon Airport Development Corp.
 Los Angeles Helicopter Airlines
 Mackey International Airlines
 Mall Airways
 Marco Island Airways
 Merrimack Airways
 Mesaba Aviation
 Metro Airlines
 Metroflight Airlines
 Mid-Continent Airways
 Midstate Airlines
 Mississippi Valley Airways, Inc.
 Monmouth Airlines
 Montauk Caribbean Airways, Inc.
 Mountain Air
 Nevada Airlines, Inc.
 New England Airlines, Inc.
 Newport Aero
 Nor-Cal Aviation, Inc.
 North Cay Airways
 Oahu & Kauai Airlines
 Palmas Air Corporation
 Pearson Aircraft, Inc.
 Pennsylvania Commuter
 Philips Airlines
 Pilgrim Airlines
 Polar Airways, Inc.
 Priority Air Transport, Inc.
 Provincetown-Boston Airline
 & Naples Airline Division
 Puerto Rico Int'l Airlines
 Resourt Commuter Airlines
 Rio Airways

Rocky Mountain Airways
 Ross Aviation, Inc.
 Roswell Airlines
 Royale Air Lines, Inc.
 Royal Hawaiian Airways
 Saint Thomas Tax-Air
 San Juan Airlines
 Scenic Airlines Inc.
 Scheduled Skyways System
 Semo Aviation
 Sierra Pacific Airlines
 Silverwings Aviation, Inc.
 Skyline Aviation, Inc.
 Skystream Airlines, Inc.
 Skyway Aviation, Inc.
 Sky West Aviation
 S. M. B. Stage Lines, Inc.
 South Central Air Transport, Inc.
 Southeast Airlines, Inc.
 Southeast Skyways, Inc.
 Star Aviation Corp.
 State Airline, Inc.
 STOL Air, Inc.
 Suburban Airlines
 Sun Aire Lines
 Sun Airline, Inc.
 Sun Basin Airlines
 Sun Valley Key
 Swift-Aire Lines
 Teton Airlines, Inc.
 Trans America Airways, Inc.
 Trans Mo Airlines, Inc.
 Trans Mountain Air Ltd.
 Trans Regional Airlines
 Trinity Airways
 Tyee Airlines, Inc.
 Valley Airpark, Inc.
 Valley Commuter
 Vieques Air Link
 Virgin Air, Inc.
 Western Air Stages
 Wheeler Flying Service, Inc.
 Winnepesaukee Aviation, Inc.
 Zia Airlines

Intrastate Carriers

Air California
 Air Florida
 Air Illinois

Pacific Southwest Airlines
 Southwest Airlines
 Yosemite Airlines



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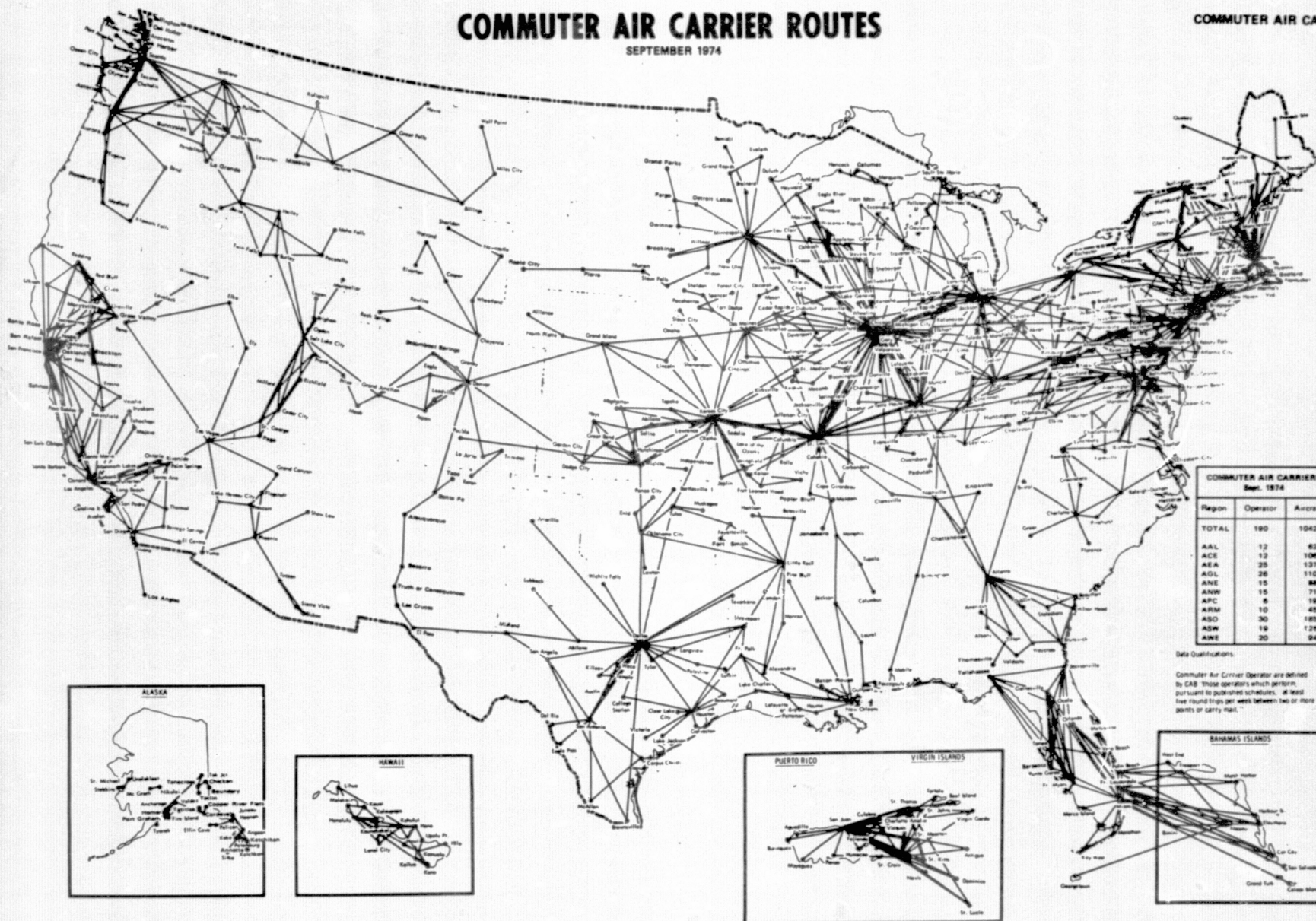
A-3

From: Atlanta Region Airport System Plan — Short Haul Air System. Atlanta Regional Commission.

COMMUTER AIR CARRIER ROUTES

SEPTEMBER 1974

COMMUTER AIR CARRIER OPERATORS - 1974



From: Commuter Air Carrier, Operators as of September 1974, Federal Aviation Administration.

APPENDIX B
ADDRESSES

1. Civil Aeronautics Board
1825 Connecticut Ave., N.W.
Washington, D.C. 20428
Telephone (202) 673-5260
 - (a) Records Services Section B-23
 - (b) Statistical Data Division
Bureau of Accounts and Statistics
 - (c) Standards Division
Bureau of Operating Rights
2. Federal Aviation Administration
800 Independence Ave., S.W.
Washington, D.C. 20591
3. National Archives and Records Service
Machine Readable Archives Division (NNR)
General Services Administration
Washington, D.C. 20408
Telephone (202) 724-1080
4. Air Transport Association of America
1709 New York Avenue, N.W.
Washington, D.C. 20006
Telephone (202) 872-4144
5. Air Transport Committee
Aviation Statistics Center
Ottawa, Ont., Canada K1A 0T6
6. APL Services Inc.
(The Computer Company)
1211 Connecticut Ave., N.W.
Suite 308
Washington, D.C. 20036
7. I. P. Sharp Associates Ltd.
Suite 1400
135 King Street West
Toronto, Ont., Canada M5H 1J8
Telephone (416) 364-5361

APPENDIX C

THE CIVIL AERONAUTICS BOARD DATA
FOR CERTIFICATED CARRIERS

General Information

On

Domestic

Origin Destination Survey of Airline Passenger Traffic*

The Civil Aeronautics Board, in cooperation with the certificated route air carriers and the Air Transport Association of America, conducts a recurrent passenger origin-destination survey presenting statistics on passenger travel via the scheduled services of the U.S. certificated route air carriers and showing passenger trip origin and destination and volume of traffic by routing in terms of carriers and transfer points.

The domestic origin-destination survey has a history dating back to November 1939, when the first survey was taken. The survey has undergone a number of changes in sampling methods, data content, and types of outputs over the years. The latest major revision in sampling methods and data content was implemented with the 1968 survey data. The most recent modifications in output tables were effected with the 1972 survey data. The description that follows is based upon the present status of the survey methods and outputs.

The certificated route air carriers collect survey data on the basis of a continuous 10-percent sample of passenger tickets according to instructions prescribed by the Civil Aeronautics Board. Copies of these instructions, contained in a booklet entitled "Instructions to Air Carriers for Collecting and Reporting Passenger Origin-Destination Survey Statistics," are available upon request of this Division. The carriers report data to the Board for each calendar quarter of each year. This survey includes passenger journeys in which all of the points in the itinerary lie within the 50 U.S. States. (Purely intra-Alaska traffic is excluded.)

The Civil Aeronautics Board processes the reported survey data and produces tabulated survey results. (Output tables were produced only for the second and fourth quarters from 1970-1972. Regular quarterly outputs are planned to resume with 1973 data.) The Air Transport Association publishes and sells the tabulated results, which are issued in two forms, printed books and microfilm. Data in the printed books are summary in nature; data in the microfilmed tabulations present more detailed information and other information not found in the printed books. A Specimen of the published survey tabulations is attached.

The domestic survey contains 11 tables, the first 8 of which are in printed, bound volumes. These comprise a 1,200 page, two-volume set of bound books each issue, 10"x14" in size.

The remaining three domestic tables (Tables 11 through 13) are issued on microfilm, amounting to 20 or more rolls of film per quarter. Microfilm is 100' rolls of 16mm film reduced at a ratio of 24:1. A microfilm reader with image rotation and magnification of an appropriate power to display an image that was 13-1/2" wide before reduction is required to view the data.

*Civil Aeronautics Board, Washington, D.C.

Description of Origin-Destination Data Banks*

Ticket Origin and Destination, Data Bank 1

Coverage: Approximately 700,000 records per quarter from the first quarter of 1968 to the second quarter of 1974, worldwide by region, country, city, and airport.

Status: Copied.

From a 10-percent sample of all revenue passengers, this file contains the number of passengers between the origin and destination airports by a specific originating airline through specific intermediate airports.

The data include the code for each airport, the distance between airports, and the number of passengers carried for that quarter.

Restrictions: Permanently restricted to those having prior approval of the Statistical Data Division, Bureau of Accounts and Statistics, Civil Aeronautics Board, Washington, D.C. 20428

Order number: 373-179(A)

Directional Origin and Destination (Domestic), Data Bank 2B

Coverage: Approximately 900,000 records per quarter from the first quarter of 1968 to the fourth quarter of 1971 for the United States by city and airport.

Status: Copied.

This file was created from Data Bank 1 and contains essentially the same type of information as Data Bank 2A except that Data Bank 2B covers domestic flights and the domestic parts of international flights made by U.S. airlines. On international flight records the international city terminus is given.

Each file contains 2 years of data.

Restrictions: Permanently restricted to those having prior approval of the Statistical Data Division, Bureau of Accounts and Statistics, Civil Aeronautics Board, Washington, D.C. 20428.

Order number: 373-179(B)(2)

Directional Origin and Destination (Domestic). Data Bank 2C

Coverage: Approximately 2 million records per year from the first quarter of 1968 to the second quarter of 1974 for the United States by city and airport.

Status: Copied.

This file was created from Data Bank 1 and contains essentially the same information as Data Bank 2B except that, unlike Data Bank 2B, no information is given concerning the foreign terminus of international flights.

Through the fourth quarter of 1971, each file contains 2 years of data by quarter; thereafter, each file contains 1 year of data by quarter.

Restrictions: None

Order number: 373-179(B)(3)

*United States Archives and Records Service, Catalog of Machine-Readable Records in the National Archives of the United States (Washington, D.C. 1975), pp. 11-13.

Coupon Origin and Destination (Domestic), Data Bank 3B

Coverage: Approximately 300,000 records per year from the first quarter of 1968 to the second quarter of 1974 for the United States by city and airport.

Status: Copied.

This file is essentially identical to Data Bank 3A except that it covers domestic flights and the domestic parts of international flights only.

Restrictions: None

Order number: 373-179(C)(2)

Online Origin and Destination, Data Bank 4

Coverage: Approximately 100,000 records per year from the first quarter of 1968 to the second quarter of 1974 for the United States by city and airport.

Status: Copied.

This file is created from Data Bank 1 and contains the number of passengers and passenger miles flown by each carrier between each pair of airports. These statistics are given quarterly, broken down between those passengers who got on the flight at one city and got off at the other, and those who used it as an intermediate segment of their flight.

Through the fourth quarter of 1969, each file covers 2 full years; thereafter, each file covers only 1 year.

Restrictions: None.

Order number: 373-179(D)

City/Airport Nomenclature, Data Bank 5

Coverage: Approximately 3,000 records per file from the first quarter of 1968 to the second quarter of 1974 by world area, city, and airport.

Status: Copied.

This file is created by the Statistical Data Division of CAB to translate geographic codes used on other CAB data files.

Besides the alphabetic code for the city/airport, each record contains the airport's location in latitude and longitude, a notation if there is more than one airport in the city, a code for world area, and the name of the city spelled out.

Restrictions: None.

Order number: 373-179(E)

Origin and Destination City Pair Summary, Data Bank 6

Coverage: Approximately 115,000 records per quarter from the first quarter of 1968 to the first quarter of 1974 for the United States by city.

Status: Copied.

This file is created by CAB from Data Bank 2B and provides data on the passengers and passenger miles flown between each pair of cities for the last quarter and totals for the entire year.

For each pair of cities in each direction, the data include alphabetic and numeric city codes; number of outbound passengers, total passengers, total passengers on the domestic part of international journeys, and passenger miles (for both final quarter and the entire year); and the number of passengers and passenger miles generated at either the origin or destination city (as opposed to those for whom the flight is an intermediate segment of a longer flight).

Restrictions: None.

Order number: 373-179(F)



Origin-Destination Survey of Airline Passenger Traffic

Domestic

SPECIMEN

Compiled by the Civil Aeronautics Board
Published by the Air Transport Association of America

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Volume V-2-1

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Table 2--Summary of traffic generation by domestic city, cities arranged alphabetically (Discontinued, beginning with this issue.).....	11
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ADDITIONAL TABULATIONS IN MICROFILM

Table 11--Domestic city-pair summary, based on directional origin-destination, city-pairs arranged alphabetically (All city pairs, with traffic generation, without routings.)
Table 12--Traffic between domestic cities, based on directional origin-destination, with routings
Table 13--Total passenger-stage movements (coupon origin-destination) by domestic market, by carrier and fare-basis category
Table 14--Summary of domestic on-line origin-destination, by carrier and market penetration (Discontinued, beginning with this issue.)

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INTRODUCTION

This survey is a cooperative effort by the U. S. certificated route air carriers, the Air Transport Association of America, and the Civil Aeronautics Board. It is based upon revised methods implemented on January 1, 1968.

I. SCOPE

All U. S. certificated route air carriers, except helicopter and intra-Alaska carriers, participate in the survey on a uniform basis. The survey covers revenue passenger trips moving in whole or in part in the scheduled services of these carriers as reflected in the first ticket coupon lifted by any participating carrier. The data collected encompass the complete itinerary from initial origin to ultimate destination as shown on the ticket, including carriage by nonparticipating carriers.

II. SAMPLING BASIS

A single survey is conducted continuously on the basis of a 10-percent sample. Flight coupons surrendered by passengers upon boarding flights are the source for the survey data collected, and the universe consists of all flight coupons lifted by the participating carriers.

Single-passenger tickets are selected using flight coupons with ticket serial numbers ending in the digit, zero. Group tickets, *i.e.*, tickets each valid for the transportation of more than one passenger, are sampled in two ways. Those with from two to 10 passengers are sampled on a 10-percent basis by selecting flight coupons with the serial numbers ending in zero. The actual number of passengers on each such group-ticket coupon is included in the sample. Group tickets of 11 or more passengers and tickets issued for Eastern Air Lines' air shuttle services are sampled at a 100-percent rate. These 100-percent amounts are summarized by each reporting carrier by unique routing and then divided by 10 for integration with the 10-percent sample data.

Each flight coupon drawn in the sample is examined to determine whether or not it is a reportable flight coupon, *i.e.*, a coupon from which data are to be recorded in the sample. A flight coupon qualifies as a reportable flight coupon when it is the first coupon in the itinerary to be lifted by a carrier participating in the survey. If it is not, it is ignored. Reissued and conjunction tickets are sampled according to the same general rules as for other tickets. The information recorded from a reportable flight coupon shows the data as known from the ticket at that time and does not reflect changes in carrier, routing, or other items which may be made in the ticket after the reporting flight coupon has been used. Long itineraries in conjunction tickets may not, in some cases, include all of the points in the passenger's itinerary, and may include points which are for fare construction purposes only but which are not points in the passenger's itinerary.

III. METHOD OF DATA COLLECTION

The participating carriers conduct the selection and recording of sample data in accordance with the "Instructions to Air Carriers for Collecting and Reporting Passenger Origin-Destination Survey Statistics" issued by the Civil Aeronautics Board. Copies of these instructions are available from the Board at the address shown on the title page of this Volume.

Under these procedures, the participating carriers examine all lifted flight coupons continually, select the reportable coupons, record the detail for each reportable journey, consolidate data, and report quarterly to the Civil Aeronautics Board.

The items of data drawn from the reportable flight coupons are as follows:

- All cities in the sequence of the complete one-way, round, open-jaw, or circle-trip itinerary, from initial origin to ultimate destination, including each point of intraline and interline transfer or stopover,
- Carrier on each flight-coupon stage in the itinerary to the extent shown on the ticket,
- Fare basis for each flight-coupon stage to the extent it appears on the ticket, ^{1/} and
- Number of passengers.

^{1/} Codes are limited to a maximum of two characters, and codes of three or more characters are compressed to two characters. Thus every discrete fare basis is not identifiable.

IV. SUMMARY OF DATA PROCESSING PROCEDURES

The Civil Aeronautics Board receives quarterly reports of data from the carriers. Most of these carrier reports are supported by either magnetic computer tapes or punched cards submitted by the carriers. The Civil Aeronautics Board converts all input data to magnetic tape; edits the data; adjusts for inconsistencies; breaks itineraries into directional, on-line, and coupon origin-destination movements; identifies domestic itineraries ^{2/}; separates domestic portions of international journeys; computes mileage for each trip component; codes cities by world area, country, U.S. region, and U.S. State; consolidates data from all carrier reports; creates the quarterly basic data banks; and produces the final outputs. These processing operations are described in detail in section VIII, following.

V. FORMS OF SURVEY DATA DISSEMINATION

The survey data are presented in three media; namely, printed, bound publications; rolls of microfilm; and data banks on magnetic computer tapes.

Beginning with this issue, the printed publication comprises a bound two-volume set containing seven tables of domestic summary data plus one detailed table of on-line origin-destination data. Two of the tables formerly included in the printed books (Tables 2 and 9) have been discontinued. For continuity of reference, the remaining tables have not been renumbered.

The quarterly microfilm tabulations are now comprised of three domestic tabulations in a multi-roll set of films each issue. Table 14 is being discontinued with this issue. The remaining tables have not been renumbered. The microfilm is on 100' rolls of 16mm films reduced at a ratio of 24:1. A microfilm reader with image rotation and a magnification ratio of an appropriate power to display an image that was 13 1/2" wide before reduction is required to view the data.

The data banks on magnetic tape contain the complete survey data as it stands after the editing and error correction made by the Board to the survey data reported by the carrier. These data banks also contain items added by the Board in processing, such as: directional trip-break points; mileage on each coupon stage of an itinerary; world area, country, region, and state codings of cities; and certain traffic details filtered from the outputs. The tape record layouts are shown in a booklet entitled, "Documentation", available upon request from the Board at the address shown on the title page of this Volume.

VI. AVAILABILITY OF DOMESTIC SURVEY DATA

Domestic survey data are available to the general public. Copies of the domestic printed publications are available, on an annual subscription basis only, from the Air Transport Association of America at the address shown on the title page in this Volume.

Duplicate copies of the rolls of microfilm are also available from the Air Transport Association. The microfilm rolls may be purchased separately or in sets.

Magnetic tapes containing the basic data banks are available for use also through the Air Transport Association of America. These tapes are in nine-track configuration, employing binary, packed decimal, and EBCDIC coding. They were processed on IBM/360-30 and 360-40 computers, but are suitable for processing on comparable equipment, and can be copied for use on other types of computers. Tapes may be used locally in the Washington, D.C. metropolitan area, or copied for use elsewhere, on a cost basis through arrangements with the Air Transport Association.

Copies of selected pages from the printed books or prints of selected images from the microfilm are available for purchase from either the Air Transport Association or the Civil Aeronautics Board. Requests for such prints should be addressed to the Air Transport Association as shown on the title page in this Volume, or to the Civil Aeronautics Board, Records Services Section, 1825 Connecticut Avenue, N.W., Washington, D.C. 20428.

VII. VOLUME AND REFERENCE NUMBERING

A three-part volume numbering scheme is used to identify the printed books and the rolls of microfilm. The first number of the three-number identity, a Roman numeral, denotes the volume, *i.e.*, I for the first year of issuance, II for the second year of issuance, *etc.* The second number identifies the calendar quarter of the data, *i.e.*, 1, 2, 3, or 4, for the first, second, third, or fourth quarter, respectively. The last number in the three-digit series identifies the sequence of the printed book or roll of microfilm in the series. Each book or roll of microfilm is counted as one unit; the two-volume set of printed books comprises the first two units, and the rolls of microfilm make up the remaining units.

^{2/} Domestic encompasses the 50 U.S. States.

VIII. DETAILED DATA PROCESSING PROCEDURES

Carrier reports are manually reviewed for conformance to instructions, representativeness, reasonableness of volumes of traffic, and for various other relationships. Major problems discovered are taken up with the carrier and resolved. Carrier reports received without punch cards or magnetic tape support are key punched, and these cards, along with card decks received from the carriers, are converted to magnetic tape. Each carrier report is then tested and made to conform to prescribed input format.

Data are then edited by computer. Each entry is tested to remove duplicate reporting of the same trip by different carriers. Surface transport portions of an itinerary occurring at the beginning or end of the trip are lopped off. Then the city/airport codes and carriers in the itinerary shown on each flight-coupon stage of the itinerary are tested for validity, using criteria placed into the computer by Board staff. Invalid city/airport codes are corrected automatically by the computer where possible, and manually otherwise. Carrier shown on each coupon stage is tested to determine if it serves the city/airport of coupon origin and also the city/airport of coupon destination. No test is made to ascertain if the carrier provides direct service between the cities. If the carrier does not serve both cities, and if the full itinerary consists of but one coupon, the carrier is automatically changed to be that of the reporting carrier, and the itinerary is then re-edited. If the carrier is incorrect in an itinerary having two or more coupon stages, and if the number of sample passengers on the entry is less than five, the carrier is automatically changed to the only carrier capable of serving both cities. If there are two or more carriers capable of serving the two cities involved, or if the number of sample passengers is five or more, the carrier is automatically changed to "unknown" and is subject to manual review and possible alteration on a judgment basis.

The fare-basis codes on each flight-coupon stage are, beginning with this issue, consolidated into 13 broad categories without regard as to the carrier or type of fare/service offered at the cities involved. In editing the fare-basis codes, a code is accepted as valid if it matches a valid code in the master list. If not, the code is automatically made unknown. Fare-basis codes on surface portions of itineraries are removed. A table of fare-basis codes and their consolidation appears in Table 13.

World area, country, U.S. region, and U.S. State codes are added to each city in the itinerary to facilitate classifications, groupings of data, and for special purpose analyses. These codes appear only in the magnetic tape. They are shown in the "World Area Code List, Origin-Destination Surveys," available upon request from the Civil Aeronautics Board at the address shown on the title page of this Volume.

Mileages are computed for each flight-coupon stage in each itinerary. These mileages are great-circle airport-to-airport distances based on the coordinates of latitude and longitude for each airport. Coordinates were obtained from the Defense Mapping Agency, Department of Defense. At multi-airport cities, mileages are computed from the individual airport when identified in the reported data. If no airport is shown for a multi-airport city, the mileage is computed from the mean coordinates of the air carrier airports at the city, including also any helicopter or air taxi airports which have appeared in the Survey.

The basic file of reported data, after editing, is called the ticket origin-destination file. Application of trip-break procedures to data in that file produces three subfiles, as follows:

- Directional origin-destination--the first and last points on a one-way ticket and the first and last points on each of the directional parts of a round, circle, or open-jaw ticket,
- On-line origin-destination--the points at which a passenger enters and leaves the system of an airline on a one-way trip or on each of the directional parts of a round, circle, or open-jaw ticket, ignoring intermediate points of intra-line transfer, and
- Coupon origin-destination--the point of enplanement and the point of deplanement covered by one flight coupon. (The smallest entity of a passenger ticket.)

Ticketed itineraries are broken into individual component trips conforming with each material change in directional movement away from or toward the origin as measured by "track" and "displacement" distances. Track is the cumulative distance of travel in a ticketed itinerary, measured from point to point along the itinerary. (See Example 1 following.) Displacement is the separation between each point in the itinerary and the ticket origin, measured in terms of direct great-circle distance. (See Example 2.) Displacement applied to ticketed itineraries identifies those which involve movement in only one direction (a one-way trip) and those which involve movement in two directions (round, circle, open-jaw, and back-haul trips 3/). Itineraries with movements in two directions are broken 4/ at the point most nearly halfway along the track. The mechanics of application are explained in the following paragraphs.

Ticketed itineraries are examined in terms of the number of flight-coupon stages, namely, single-coupon itineraries, two-coupon itineraries, and three-or-more-coupon itineraries, according to the following steps.

- An itinerary that moves away from the origin and then returns to a point which is more than halfway back towards the origin in terms of displacement is considered to have two directional movements.
- Since some itineraries involve movement in more than two directions, once a ticketed itinerary is broken, the resulting directional movements are recycled to treat each in the same way as a ticketed itinerary and to make such further directional breaks as meet the established standards.

1. Single coupon itineraries are inherently one-directional and require no breaking.

2. Two-coupon itineraries in which the ticket origin and ticket destination are the same are round trips and break inherently into two directional one-way trips. (See Example 3.) Break point is exactly the midpoint of the track.

3. Three-or-more-coupon itineraries in which the ticket origin is repeated as an intermediate point in the itinerary require preliminary breaking. The portion lying between the ticket origin and that same city as an intermediate point is considered as a complete ticketed itinerary in and of itself. The remainder of the original ticketed itinerary is also treated as a new and separate ticketed itinerary. (See Example 4.)

4. Ticket itineraries with four, six, eight, or more even-number coupons in which the ticket origin and ticket destination are the same, and in which every intermediate city except the middle city is repeated in the itinerary in exact sequence (i.e., second city = next to last city, third city = second to last city, etc.), are broken into two trips at the middle city. This city is exactly the midpoint of the track. (See Example 5.)

5. Apply displacement concept to remainder 5/ of ticket itineraries to identify those with, and those without, two directional movements by computing the following direct great-circle distances:

a. Ticket origin to each point to determine the point farthest from the origin (D_1).

b. Ticket origin to ticket destination (D_2).

c. Farthest point to ticket destination (D_3). (See Example 6.)

Compare D_1 to D_2 . If $D_1 = D_2$, compute track. If track is at least $2\frac{1}{2}$ times D_1 , trip is multidirectional and is broken at the point most nearly halfway along the track. (See Example 7.) If track is less than $2\frac{1}{2}$ times D_1 , trip is unidirectional. (See Example 8.)

6. Compute track distance on remainder of trips in Step 5, above. (In these trips $D_1 \neq D_2$.) Without breaking itinerary compute track distance, and find the midpoint of the track ($\frac{1}{2}$).

7. Make following relative comparisons of displacement versus track:

a. If $\frac{T}{2} = D_1$, break trip at $\frac{T}{2}$. Trip involves two directional movements and is broken at the point nearest to halfway along the track. (See Example 9.)

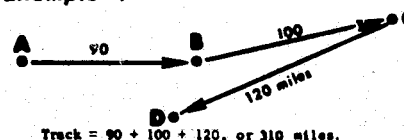
b. If $\frac{T}{2} > D_1$, break trip at $\frac{T}{2}$. Trip involves two directional movements and is broken at the point most nearly halfway along the track. (See Examples 10 and 11.)

c. If $\frac{T}{2} < D_1$, trip may, or may not, involve movement in two directions. The following relationships of D_2 to D_3 are then applied:

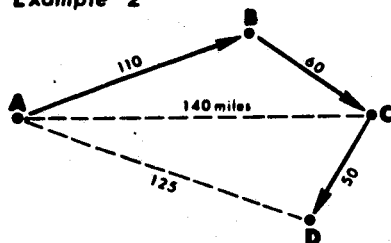
(1) If $D_2 =$ or $> D_3$, trip has movement in only one direction. (See Examples 12 through 15.)

(2) If $D_2 < D_3$, trip is bidirectional. Using track concept, break trip at $\frac{T}{2}$, the point most nearly halfway along the itinerary. (See Examples 16 through 18.)

Example 1



- All itineraries remaining are composed of two or more flight coupons.
- This factor chosen, following extensive testing of numerous trip patterns using various factors of circuitry, as being the factor producing the most reasonable directional trip breaks with the least amount of distortion.

Example 2

Displacement from ticket origin:

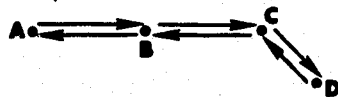
Point B = 110 miles
Point C = 140 miles
Point D = 125 miles

Example 3

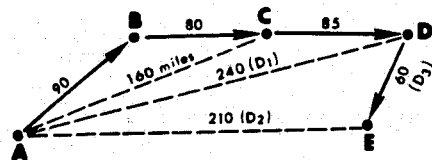
Ticket origin and ticket destination are both at point A. Trip breaks at point B.

Example 4

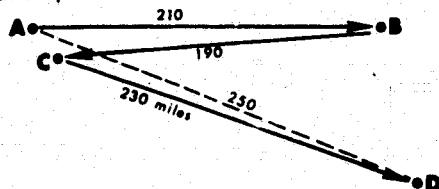
Ticketed itinerary is A-B-C-D-E, and is treated as two separate itineraries, as follows:

**Example 5**

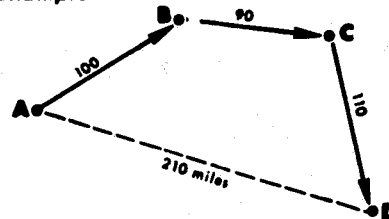
Trip breaks at point D.

Example 6

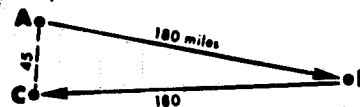
$D_1 = 240$ miles (origin to farthest point)
 $D_2 = 210$ miles (origin to destination)
 $D_3 = 60$ miles (farthest point to destination)

Example 7

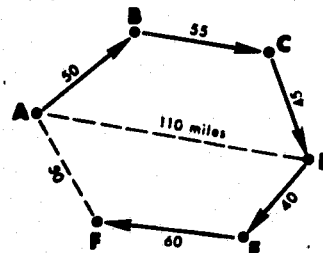
$D_1 (230 \text{ miles}) = D_2 (230 \text{ miles})$
Track = 630 miles
Track (630 miles) $> 2\frac{1}{2} \times D_1$ (562.5 miles)
Trip breaks initially at C, the point most nearly halfway along the track. (Ultimately, due to recycling through the trip breaking process, the A-B-C portion will also break at B.)

Example 8

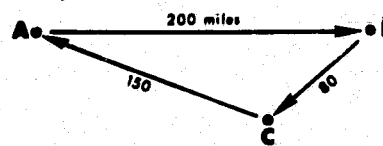
$D_1 (210 \text{ miles}) = D_2 (210 \text{ miles})$
Track = 300 miles
Track (300 miles) $< 2\frac{1}{2} \times D_1$ (472.5 miles)
Trip does not break.

Example 9

$D_1 (180 \text{ miles}) \neq D_2 (45 \text{ miles})$
Track = 360 miles
 $\frac{1}{2} (180 \text{ miles}) = D_1 (180 \text{ miles})$
Trip breaks at B, the point halfway along the track.

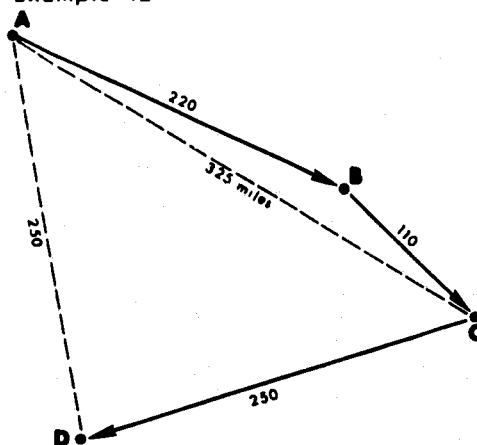
Example 10

$D_1 (110 \text{ miles}) \neq D_2 (50 \text{ miles})$
Track = 230 miles
 $\frac{1}{2} (125 \text{ miles}) > D_1 (110 \text{ miles})$
Track to point C = $105 (\frac{1}{2} \times 210)$
Track to point D = $150 (\frac{1}{2} \times 300)$
Trip breaks at C, the point most nearly halfway along the track.

Example 11

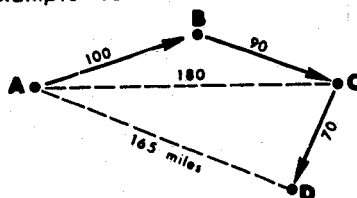
$D_1 (200 \text{ miles}) \neq D_2 (130 \text{ miles})$
Track = 430 miles
 $\frac{1}{2} (215 \text{ miles}) > D_1 (200 \text{ miles})$
Trip breaks at B, the point most nearly halfway along the track.

Example 12



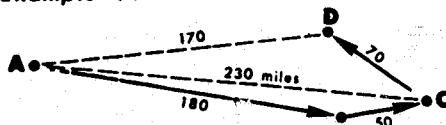
D_1 (325 miles) \neq D_2 (250 miles)
 Track = 580 miles
 $\frac{I}{2}$ (290 miles) $<$ D_1 (325 miles)
 D_2 (250 miles) $<$ D_3 (250 miles)
 Trip does not break.

Example 13



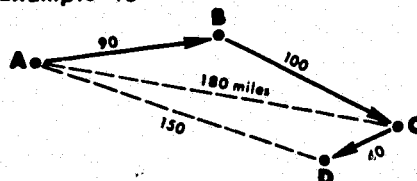
D_1 (180 miles) \neq D_2 (165 miles)
 Track = 260 miles
 $\frac{I}{2}$ (130 miles) $<$ D_1 (180 miles)
 D_2 (165 miles) $>$ D_3 (70 miles)
 Trip does not break.

Example 14



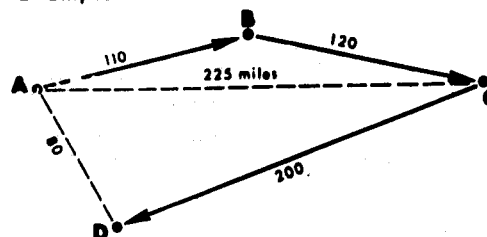
D_1 (230 miles) \neq D_2 (170 miles)
 Track = 300 miles
 $\frac{I}{2}$ (150 miles) $<$ D_1 (230 miles)
 D_2 (170 miles) $>$ D_3 (70 miles)
 Trip does not break.

Example 15



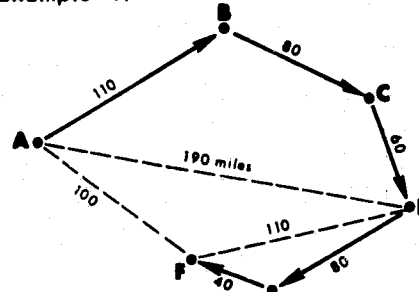
D_1 (180 miles) \neq D_2 (150 miles)
 Track = 230 miles
 $\frac{I}{2}$ (115 miles) $<$ D_1 (180 miles)
 D_2 (150 miles) $>$ D_3 (40 miles)
 Trip does not break.

Example 16



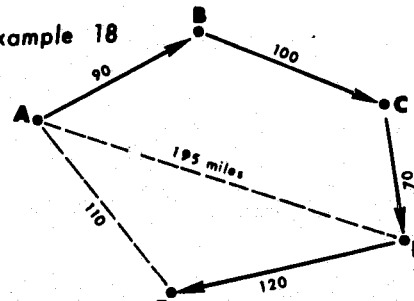
D_1 (225 miles) \neq D_2 (80 miles)
 Track = 430 miles
 $\frac{I}{2}$ (215 miles) $<$ D_1 (225 miles)
 D_2 (80 miles) $<$ D_3 (200 miles)
 Trip breaks at C, the point most nearly halfway along the track.

Example 17



D_1 (190 miles) \neq D_2 (100 miles) Track = 370 miles
 $\frac{I}{2}$ (185 miles) $<$ D_1 (190 miles)
 D_2 (100 miles) $<$ D_3 (110 miles)
 Trip breaks at C, the point most nearly halfway along the track.

Example 18



D_1 (195 miles) \neq D_2 (110 miles)
 Track = 380 miles
 $\frac{I}{2}$ (190 miles) $<$ D_1 (195 miles)
 D_2 (110 miles) $<$ D_3 (120 miles)
 Trip breaks at C, the point halfway along the track.

Domestic portions of international/territorial journeys are examined unto themselves and the domestic trip may sometimes be broken even though the entire domestic- international/territorial itinerary did not break. All directional itineraries created by breaking the domestic portion are each labeled as domestic portions. Domestic-portion itineraries may appear in which neither the origin nor destination is a gateway city.

In producing the on-line origin-destination files and outputs in the survey, the directional itineraries created in trip breaking are examined in terms of their contiguous on-line components via the same carrier, and are passed through the entire trip-breaking process in order to reduce the on-line portions of the itineraries to on-line directional movements.

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IX. DESCRIPTION OF SURVEY OUTPUTS

Each quarterly tabulation shows moving 12-month-to-date totals, and all tables except Tables 3, 4, 6, and 7 also show the amounts for the current quarter.

Certain outputs contain data on average traffic per day per quarter and/or twelve months. These computations are based on the actual number of days in the quarter and in the twelve months covered by the survey period. No adjustment has been made for actual days of operation.

The passenger and passenger-mile figures in all tables are 10-percent sample amounts, and should be multiplied by 10 to estimate the population in the survey. Tables of sampling errors appear on pages x and xi.

Mileages are shown in three ways, depending upon the particular table, *i.e.*, nonstop, actual, or average. Nonstop mileage is computed on a direct airport-to-airport basis between the particular origin and destination, measured from the airport at each of the two cities in the market. When there are two or more air carrier airports at a city, the nonstop distance is computed from the mean coordinates of the airports involved. ^{2/}

Actual mileages are computed on the same basis as above, but separately for each flight-coupon stage in the itinerary. The mileage figure presented in the tables is the summation of the individual coupon stages, including surface transport portions of the itinerary.

Average mileages are derived by dividing the number of passenger-miles by the number of passengers.

The passenger-mile amounts in all tables are the summation of the products of the number of passengers multiplied by the individual mileages for each air carrier flight-coupon stage in each individual itinerary. ^{2/} Surface transport portions are excluded from the passenger-mile accumulation.

Domestic portions of combination domestic-international/territorial itineraries are extracted and included in all domestic tables.

The tabulations include itineraries in which an intra-Alaskan carrier, air taxi, helicopter carrier, or surface transport is part of a ticketed itinerary in which a U.S. certificated route air carrier also participates. However, the following types of directional on-line, and coupon origin-destinations, resulting from the breaking of ticketed itineraries into components, are excluded from all domestic tables:

- Itineraries via helicopter, air taxi, foreign-flag, or surface transportation, either solely or in combination, and
- Purely intra-Alaska itineraries.

Points are named in the tabulations, for the most part, as they appear in the U.S. carrier certificates. The name spellings in the tabulations identify the city names as completely as possible within a maximum of 30 print positions in the "base station" spellings. A 20-position abbreviated spelling is used when the city name appears as a "reference city." If two or more points are served separately by one carrier, even though another carrier or carriers may serve those points together as a single, hyphenated point, the tabulations maintain separation of the individual points, based upon the airport shown in the reported data. Air taxi points appear as separate base stations, except when the point is named in a route air carrier certificate. Helicopter points do not appear as separate base stations, but have been arbitrarily grouped under the major areas in which they serve, as follows:

Base Station	Airports or Heliports Included
NYC	ENR, LGA, JFK, and JRB
SFO	JNC and SFO
OAK	JBK, OAK and CCR
SJC	PAO and SJC

Beginning with this issue, there are 11 domestic tables. Three of the 14 domestic tabulations previously produced have been discontinued, namely, Tables 2, 9, and 14. The remaining tables continue to carry the same table numbers as in the prior issues. The 11 tables are individually described in the following paragraphs.

Table 1 is a domestic city summary, based on directional origin and destination, showing the number of passengers and passenger-miles by city. Cities are arranged in alphabetical order, and include purely air taxi points appearing in the survey. Data by individual airport at multi-airport cities, to the extent reported, are shown under the metropolitan area served.

Table 2. (Discontinued, beginning with this issue.)

Table 3 is a domestic city summary based on directional origin-destination with cities arranged in rank order of number of passengers. It contains data identical to the 12-month amounts in Table 1, except that individual airports at multi-airports cities are not shown.

Table 4 is also a domestic city summary based on directional origin-destination with cities arranged in rank order of number of passenger-miles. Data are identical to the 12-month amounts in Table 1, except that individual airports at multi-airport cities do not appear.

Table 5 is a domestic summary by length of passenger trip, based on directional origin-destination, showing the number of city pairs (markets), number of passengers, and passenger-miles by class intervals of 50 miles. Journeys are grouped by interval according to the non-stop distance from directional origin to directional destination.

Table 6 is a domestic city-pair summary, based on directional origin-destination, covering the top-ranked 1,000 city pairs. The city pairs are arranged in rank order of number of passengers and show for each market in the top 1,000 the number of passengers, the number of passenger-miles, and percent of total passengers of all pairs.

^{2/} Slight differences may occur in mileages and passenger-miles in some markets from one table to another. These are due to changes in coordinates of latitude and longitude taking place at some points during the survey period and to different methods of summarization used in the various tables.

Table 7 is also a domestic city-pair summary, based on directional origin-destination, covering the top-ranked 1,000 city pairs. The city pairs are in rank order of number of passenger-miles and show for each market in the top 1,000 the number of passenger-miles, the number of passengers, and percent each market is of total passenger-miles of all pairs.

Table 8 is a domestic city-pair summary, based on directional origin-destination, covering passenger traffic for all city pairs. It does not contain routing information. Data are crossposted, *i.e.*, each market is listed twice, once under each city in the pair, so that all pairing with a given city appear under that city. The city totals will agree with the individual city totals in Tables 1, 3, and 4, but the over-all total is duplicated as a result of crossposting. Mileage shown is the nonstop distance, passengers are not stated in terms of direction of movement, and passenger-miles are not shown.

Table 9. (Discontinued, beginning with this issue. See Table 12 in microfilm for comparable data.)

Table 10 comprises the second volume of the material issued in printed, bound books. It is a city-pair summary based on on-line origin-destination. It excludes helicopter, air taxi, intra-Alaska, and surface travel. The table is crossposted. It shows number of passengers by direction of travel, by carrier, by markets, and passenger-miles, showing percent distribution of total passengers by carrier in each market and a separation of traffic as between local and connecting. Local traffic has its entire directional journey between the city pair shown and moves via a single carrier. Connecting traffic is that which travels between the city pair shown via a single carrier, but that portion being a part of a longer interline domestic itinerary. If the domestic portion taken from a domestic international/territorial itinerary moves entirely via a single carrier, it is registered in the "local" column. This table does not show individual airport data at multi-airport cities, but rather accumulates data in total for all airports grouped for each city. Beginning with this issue an overall recapitulation, based upon the type of data formerly contained in Table 14 (now discontinued), has been added to this table.

Table 11 is the first tabulation on microfilm. It is a domestic summary based on directional origin and destination covering all city pairs and showing total passengers and passenger-miles between city pairs by direction of travel, and average mileage. It summarizes data in Table 12, but does not contain routing information. The table is crossposted in order to group together all pairings with a given city. This table also shows the amount of traffic in a market generated by each of the two cities in the pair. When all of the traffic between a city pair is generated by the cities in the pair, the totals in the "traffic generated" column will equal the totals in the traffic columns. When the sum of the traffic generated amounts is less than the traffic columns, the residual is due to traffic between the pair generated by third cities, such as would occur in the return direction of an open-jaw trip.

Table 12 is a highly detailed tabulation based on directional origin and destination, and it contains the greatest amount of detail to be found in the series of domestic tables. It provides routing information with both interline and intra-line connecting points and shows actual mileage for each individual routing. The routing identifies individual airports at multi-airport cities, to the extent reported, whether as an origin, a destination, or a transfer point. The table presents the number of passengers by routing, by direction of travel, with a breakout of the domestic portions of international journeys. ^{3/} At the end of each city pair, the total traffic in the pair is recapitulated and distributed by carrier, and at the end of the table, overall total traffic is distributed by carrier. In these distributions, the passenger amounts are credited to each carrier in the routing, thereby duplicating the passenger count when interline routings are posted. The passenger-mile amounts in the distributions are not duplicated, since each carrier is credited with only the mileage for its portion of the itinerary. Beginning with this issue, this table is crossposted.

Table 13 shows total passenger-stage movements (coupon origin-destination) by city pair, with carrier detail. It excludes helicopter, air taxi, intra-Alaska, and surface travel. The table is produced by dissecting the directional itineraries in Table 12 into each of the flight-coupon stages in the itinerary. It is the only table presenting domestic information by fare basis. Beginning with this issue, the detailed fare-basis codes formerly shown have been grouped into broad categories. The consolidation of individual codes by category is explained at the beginning of the film containing this table. Total traffic by city pair is recapitulated by fare-basis category at the end of each pair, and an overall recapitulation is shown at the end of the table. It now also identifies the amount of "local" traffic in each city pair. This table summarizes data without identification of individual airports at multi-airport cities. It is crossposted to group all pairings with each city together and to create city totals.

Table 14 (Discontinued, beginning with this issue. See Table 10.)

X. MAJOR FACTORS AFFECTING SURVEY DATA

These statistics are affected directly or indirectly by route awards, fare changes, weather conditions, general business conditions, variable holiday periods, air crashes, work stoppages in the airline or in other modes of transport, and localized events such as conventions, airport conditions, etc.

In addition, a number of inconsistencies and errors were found in the carrier reports submitted to the Board. These errors were brought to the carriers' attention, and, for the most part, were resolved satisfactorily. There may be other errors which were not detected. Problems in some of the carrier reports could not be rectified completely and cause distortions in the survey data. It is, however, not possible to make a quantitative determination of the impact of these irregularities on the survey results.

^{3/} The domestic-portion passengers are included in the amount shown in the "All Routings" columns.

Table 1

DOMESTIC CITY SUMMARY, CITIES ARRANGED ALPHABETICALLY
NUMBER OF PASSENGERS AND PASSENGER-MILES AND AVERAGE NUMBER OF PASSENGERS PER DAY,
BASED ON DIRECTIONAL ORIGIN AND DESTINATION
TEN-PERCENT SAMPLE FOR THE QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972

CITY	NUMBER OF PASSENGERS IN SAMPLE						AVERAGE PER DAY, OUTBOUND PLUS INBOUND		NUMBER OF PASSENGER-MILES IN SAMPLE, OUTBOUND PLUS INBOUND	
	QUARTER			12 MONTHS			QUARTER	12 MONTHS	QUARTER	12 MONTHS
	OUTBOUND	INBOUND	OUTBOUND PLUS INBOUND	OUTBOUND	INBOUND	OUTBOUND PLUS INBOUND				
ABERDEEN, SOUTH DAKOTA	546	547	1093	2037	2013	4050	12.0	11.1	827490	2413368
ABERDEEN/HOOQUIAM, WASHINGTON	20	23	43	60	64	124	0.5	0.3	21921	68762
ABILENE, TEXAS	940	879	1819	3460	3280	6740	20.0	18.4	1413403	5061652
ADAK ISLAND, ALASKA	24	39	63	136	232	368	0.7	1.0	208443	1167087
AKIAK, ALASKA	1	1	2	1	3	4	0.0	0.0	5393	10401
AKRON/CANTON, OHIO	4605	4518	9123	17454	17296	34750	100.3	94.9	5941623	22776672
ALAKANUK, ALASKA	1	1	2	1	2	3	0.0	0.0	2671	10846
ALAMOGORDO/HOLLOWAY AFB, N.MEX.	190	163	353	739	756	1495	4.1	4.1	330288	1376796
ALAMOSA, COLORADO	150	161	311	597	611	1208	3.4	3.3	175049	701820
ALBANY, GEORGIA	1236	1178	2414	4404	4275	8679	26.5	23.7	1618281	5982375
ALBANY, NEW YORK	11743	12014	23757	44832	45034	89866	261.1	245.5	14790488	56653867
ALBANY/CORVALLIS, OREGON	42	55	97	147	183	330	1.1	0.9	53418	252873
ALBUQUERQUE, NEW MEXICO	12956	12829	25785	48464	48330	96794	283.4	264.5	23163945	86082530
ALEXANDRIA, LOUISIANA	1198	1165	2363	4610	4374	8984	26.0	24.5	1785522	7078255
ALITAK/LAZY BAY, ALASKA	11	11	22	1	23	24	0.1	0.1	17070	36934
ALLENSTOWN/BETHLEHEM/EASTON, PA	4146	4179	8325	14192	14203	28395	91.5	77.6	6170443	21356207
ALLIANCE, NEBRASKA	29	25	54	78	86	164	0.6	0.4	48866	133135
ALPENA, MICHIGAN	187	179	366	670	717	1387	4.0	3.8	216206	882549
ALTONA, PENNSYLVANIA	321	356	677	1126	1328	2454	7.4	6.7	321923	1228400
ALTUS, OKLAHOMA	4	12	16	15	41	56	0.2	0.2	14034	59705
ALTUS MUNICIPAL AIRPORT	4	12	16	15	41	56	0.2	0.2	14034	59705
AMARILLO, TEXAS	3801	3800	7601	14642	14576	29218	83.5	79.8	5410885	20796194
AMBLER, ALASKA	1	1	2	1	1	2	0.0	0.0	2461	2461
ANCHORAGE, ALASKA	5	5	10	8	10	18	0.1	0.0	38202	70611
ANAHAIM-DISNEYLAND, CALIFORNIA	124	88	212	124	88	212	2.3	0.6	355232	355232
ANCHORAGE, ALASKA	3766	3909	7675	14131	13326	27457	84.3	75.0	17750357	63944437
ANDERSON, INDIANA	1	1	2	3	2	5	0.0	0.0	7586	7586
ANDERSON, SOUTH CAROLINA	89	80	169	304	267	571	1.9	1.6	104645	367880
ANGON, ALASKA	1	1	2	4	6	10	0.0	0.0	968	1936
ANIK, ALASKA	1	1	2	4	6	10	0.0	0.0	4073	30077
ANNETTE, ALASKA	68	75	143	301	282	583	1.6	1.6	163091	668324
ANNISTON, ALABAMA	468	498	966	1818	1918	3736	10.6	10.2	735583	2952330
APPLE VALLEY, CALIFORNIA	17	29	46	152	158	310	0.7	0.8	77724	341209
ARCTIC VILLAGE, ALASKA	1	1	2	1	1	2	0.0	0.0	7314	7314
ASBURY PARK, NEW JERSEY	8	9	17	38	49	87	0.2	0.2	32973	172633
ASHVILLE, NORTH CAROLINA	3021	3070	6091	10727	10777	21504	66.9	58.8	3571170	12885453
ASHLAND, KY./HUNTINGTON, W.VA.	1941	1890	3831	6699	6788	13487	42.1	36.8	2017383	7134749
ASPEN, COLORADO	553	482	1035	3725	3391	7116	11.4	19.4	808984	5713094
ASTORIA/SEASIDE, OREGON	11	13	24	73	83	156	0.3	0.4	19065	76425
ATHENS, GEORGIA	256	249	505	784	783	1567	5.5	4.3	291632	935509
ATLANTA, GEORGIA	71065	69594	140659	261453	255984	517437	1545.7	1413.8	87650996	321581639
ATLANTIC CITY, NEW JERSEY	912	911	1823	2541	2643	5184	20.0	14.2	1076234	3049442
BADER FIELD	912	911	1823	2541	2643	5184	20.0	14.2	1076234	3049442
ATTU, ALASKA	1	1	2	2	7	9	0.0	0.0	588	26361
AUGUSTA, GEORGIA	4306	3999	8305	16522	15158	31680	91.3	86.6	6017513	23475434
AUGUSTA/WATERVILLE, MAINE	204	228	432	819	877	1696	4.7	4.6	374220	1562687
AUGUSTA AIRPORT	132	151	283	527	559	1086	3.1	2.9	253478	996049
WATERVILLE AIRPORT	72	77	149	292	338	630	1.6	1.7	120742	566636
AUSTIN, TEXAS	4829	6732	11561	25412	25397	50809	149.0	138.8	10160312	38275767
BAKER, OREGON	4	5	9	37	37	74	0.1	0.2	5378	35106
BAKERSFIELD, CALIFORNIA	1379	1367	2746	5540	5629	11169	30.2	30.5	2274401	9011922
BALTIMORE, MARYLAND	27846	28345	56191	104712	105027	209739	617.5	573.1	45475935	175669909
BANGOR, MAINE	2228	2243	4471	9553	9295	18848	49.4	51.5	2946901	11937616
BAR HARBOR, MAINE	36	49	85	186	177	363	0.9	1.0	53157	247815
BARROW, ALASKA	31	35	66	73	81	154	0.7	0.4	205107	476150
BARTER ISLAND, ALASKA	2	2	4	1	3	4	0.0	0.0	3945	11370
BARTLESVILLE, OKLAHOMA	50	48	98	175	166	341	1.1	0.9	39952	138096
BAYON ROUGE, LOUISIANA	3330	3180	6510	11742	11610	23352	71.5	63.8	4127724	14767279
BATTLE CREEK, MICHIGAN	164	176	342	1173	1274	2447	3.8	6.7	326472	1961190
BEAUMONT/PORT ARTHUR, TEXAS	1518	1423	2941	5710	5586	11296	32.3	30.9	2193977	8208593
BECKLEY, WEST VIRGINIA	258	194	452	869	680	1549	5.0	4.2	209812	740907
BELLINGHAM, WASHINGTON	24	19	43	44	45	89	0.5	0.2	32915	97417
BELL ISLAND, ALASKA	1	1	2	1	1	2	0.0	0.0	1442	1442
BELOIT/JANESVILLE, WISCONSIN	163	132	295	622	551	1173	3.2	3.2	239051	947988
BENIDJI, MINNESOTA	309	282	591	1025	1006	2031	6.5	5.5	370068	1337626
BEND/REDMOND, OREGON	91	93	184	265	298	563	2.0	1.5	99598	398221
BENTON HARBOR/ST. JOSEPH, MICH.	403	563	1166	2602	2525	5127	12.8	14.0	819310	3690464
BERLIN, NEW HAMPSHIRE	14	1	15	2	3	5	0.0	0.0	552	3490
BETHEL, ALASKA	1	1	2	1	1	2	0.0	0.0	91549	232009
BETHEL, ALASKA	1	1	2	1	1	2	0.0	0.0	5356	5356
BETHEL, ALASKA	1	1	2	1	1	2	0.0	0.0	3341	3341
BIG MOUNTAIN, ALASKA	1	1	2	1	1	2	0.0	0.0	571225	571225
BIG SPRING, TEXAS	82	98	180	372	375	747	2.0	2.0	146689	18264083
BILLINGS, MONTANA	2945	2932	5877	11418	11454	22872	64.6	62.5	4678517	19103123
BIRMINGHAM/EMOCT/JHNSN CTY, N.Y.	1966	1992	3958	7177	7137	14314	43.4	39.1	2484136	59419419
BIRMINGHAM, ALABAMA	11752	11799	23551	44609	44719	89328	258.8	244.1	15562902	59419419
BISHOP, CALIFORNIA	1	1	2	4	7	11	0.0	0.0	2578	14268
BISMARCK/MANDAN, NORTH DAKOTA	1445	1447	2892	5621	5541	11162	31.8	30.5	2368400	9158486
BLACKSBURG/RADFORD/PULASKI, VA.	4	5	9	91	64	155	0.1	0.4	1754	61229
BLOOMINGTON, ILLINOIS	282	271	553	856	840	1696	6.1	4.6	376470	1168347
BLOOMINGTON, INDIANA	127	202	329	714	881	1595	3.6	4.4	199103	860015
BOYNE, CALIFORNIA	30	30	60	88	91	179	0.7	0.5	39264	108121
BOYSE, IDAHO	5371	5306	10677	21388	21312	42700	117.3	116.7	8248905	32120243
BOSTON, MASSACHUSETTS	91537	93010	184547	343503	343183	686686	2028.0	1876.2	152793638	568020569
BOWLING GREEN, KENTUCKY	21	20	41	90	106	196	0.5	0.5	23652	116176
BOZEMAN, MONTANA	506	472	978	2031	1922	3953	10.7	10.8	900069	3588895

Table 3

DOMESTIC CITY SUMMARY, CITIES ARRANGED IN RANK ORDER OF NUMBER OF PASSENGERS
PASSENGER AND PASSENGER-MILE RANKINGS, NUMBER OF PASSENGERS AND PERCENT OF TOTAL, AND NUMBER OF
PASSENGER-MILES, BY CITY, BASED ON DIRECTIONAL ORIGIN AND DESTINATION
TEN-PERCENT SAMPLE FOR THE TWELVE MONTHS ENDED JUNE 30, 1972

RANK		CITY	TRAFFIC IN SAMPLE OUTBOUND PLUS INBOUND			NUMBER OF PASSENGER-MILES
			PASSENGERS	PERCENT OF TOTAL	CUMULATIVE PERCENT OF TOTAL	
PASS.	PASS-MILE		NUMBER			
1	1	NEW YORK, N.Y./NEWARK, N.J.	2288092	10.10	10.10	2087454118
2	3	CHICAGO, ILLINOIS	1436360	6.34	16.44	1121605387
3	2	LOS ANGELES, CALIFORNIA	1095726	4.84	21.28	1600847955
4	6	WASHINGTON, D. C.	820000	3.62	24.90	611717024
5	4	SAN FRANCISCO, CALIFORNIA	737288	3.25	28.16	1101131240
6	8	BOSTON, MASSACHUSETTS	686686	3.03	31.19	568020569
7	5	MIAMI, FLORIDA	679309	3.00	34.19	735045532
8	12	DETROIT/ANN ARBOR, MICHIGAN	561007	2.48	36.66	404669193
9	9	PHILADELPHIA, PA./CAMDEN, N.J.	523451	2.31	38.97	436237758
10	14	ATLANTA, GEORGIA	517437	2.28	41.26	321581639
11	11	DALLAS/FT. WORTH, TEXAS	514068	2.27	43.53	417949557
12	13	DENVER, COLORADO	430010	1.90	45.43	401127787
13	17	ST. LOUIS, MISSOURI	376967	1.66	47.09	288264066
14	21	CLEVELAND, OHIO	368598	1.63	48.72	249780065
15	24	PITTSBURGH, PENNSYLVANIA	368195	1.63	50.34	220095443
16	16	MINNEAPOLIS/ST. PAUL, MINNESOTA	354817	1.57	51.91	292971867
17	15	HOUSTON, TEXAS	352345	1.56	53.46	307290250
18	10	SEATTLE, WASHINGTON	326707	1.44	54.91	421479500
19	7	HONOLULU, OAHU, HAWAII	307767	1.36	56.27	401955329
20	20	TAMPA/ST. PETERSBURG/CLMTR/LKLD, FLA	281222	1.24	57.51	254194816
21	25	KANSAS CITY, MISSOURI	278020	1.23	58.73	208569252
22	18	LAS VEGAS, NEVADA	275324	1.22	59.95	266751360
23	26	NEW ORLEANS, LOUISIANA	253801	1.12	61.07	203055829
24	19	PHOENIX, ARIZONA	250585	1.11	62.18	257850516
25	23	FT. LAUDERDALE, FLORIDA	211533	0.93	63.11	227599311
26	28	BALTIMORE, MARYLAND	209739	0.93	64.04	175668909
27	33	CINCINNATI, OHIO	187665	0.83	64.87	119203380
28	37	BUFFALO/NIAGARA FALLS, NEW YORK	187185	0.83	65.69	113852492
29	27	PORTLAND, OREGON	183123	0.81	66.50	196475275
30	34	MEMPHIS, TENNESSEE	181960	0.80	67.30	118720154
31	32	INDIANAPOLIS, INDIANA	177879	0.79	68.09	122409045
32	22	SAN DIEGO, CALIFORNIA	175657	0.78	68.86	247546733
33	29	HARTFORD/SPRINGFIELD/WESTFIELD, CONN	169930	0.75	69.61	156438327
34	38	COLUMBUS, OHIO	158906	0.70	70.32	104974345
35	36	MILWAUKEE, WISCONSIN	150910	0.67	70.98	114203546
36	31	ORLANDO, FLORIDA	147211	0.65	71.63	131082154
37	30	SAN ANTONIO, TEXAS	138141	0.61	72.24	133225793
38	44	LOUISVILLE, KENTUCKY	138134	0.61	72.85	84768158
39	35	SALT LAKE CITY, UTAH	131095	0.58	73.43	115375454
40	49	ROCHESTER, NEW YORK	126747	0.56	73.99	75552225
41	40	DAYTON, OHIO	126725	0.56	74.55	91802363
42	50	SYRACUSE, NEW YORK	116981	0.52	75.07	75154709
43	55	CHARLOTTE, NORTH CAROLINA	116024	0.51	75.58	69262406
44	47	JACKSONVILLE, FLORIDA	114508	0.51	76.09	83733225
45	51	NASHVILLE, TENNESSEE	114066	0.50	76.59	72432408
46	56	NORFOLK, VIRGINIA	111487	0.49	77.08	67095090
47	39	OKLAHOMA CITY, OKLAHOMA	109650	0.48	77.57	93744818
48	48	OMAHA, NEBRASKA	105396	0.47	78.03	81987615
49	43	ALBUQUERQUE, NEW MEXICO	96794	0.43	78.46	86082530
50	53	TULSA, OKLAHOMA	90596	0.40	78.86	70688297
51	59	ALBANY, NEW YORK	89816	0.40	79.26	56653862
52	58	BIRMINGHAM, ALABAMA	89328	0.39	79.65	59419419
53	61	RALEIGH/DURHAM, NORTH CAROLINA	86967	0.38	80.03	55425058
54	41	TUCSON, ARIZONA	81722	0.36	80.40	90655423
55	45	WEST PALM BEACH/PALM BEACH, FLA	81542	0.36	80.76	83929930
56	62	PROVIDENCE, RHODE ISLAND	79728	0.35	81.11	55262860
57	54	EL PASO, TEXAS	75678	0.33	81.44	70448372
58	63	DES MOINES, IOWA	72492	0.32	81.76	52907900
59	68	GREENSBORO/HIGH POINT, N. C.	70021	0.31	82.07	43594633
60	52	SACRAMENTO, CALIFORNIA	69604	0.31	82.38	71144420
61	67	RENO, NEVADA	65794	0.29	82.67	44853148
62	42	LIHUE, KAUAI, HAWAII	65543	0.29	82.96	90530661
63	46	KAHULUI, MAUI, HAWAII	64585	0.29	83.24	83877176
64	74	RICHMOND, VIRGINIA	60946	0.27	83.51	37810936
65	70	COLUMBIA, SOUTH CAROLINA	59738	0.26	83.78	41049939
66	69	LITTLE ROCK, ARKANSAS	58887	0.26	84.04	41450323
67	65	SPOKANE, WASHINGTON	58844	0.26	84.30	49882766
68	66	WICHITA, KANSAS	58703	0.26	84.55	44983212
69	79	KNOXVILLE, TENNESSEE	56306	0.25	84.80	33628224
70	73	CHARLESTON, SOUTH CAROLINA	55109	0.24	85.05	38198050
71	72	AUSTIN, TEXAS	50809	0.22	85.27	38275767
72	78	JACKSON/VICKSBURG, MISSISSIPPI	49786	0.22	85.49	34204008
73	77	HILO, HAWAII, HAWAII	49128	0.22	85.71	34804705
74	64	ONTARIO/SAN BERNARDINO, CALIF.	48819	0.22	85.92	49654214
75	81	SHREVEPORT, LOUISIANA	47600	0.21	86.13	32183005
76	60	OAKLAND, CALIFORNIA	43669	0.19	86.33	56015268
77	82	BOISE, IDAHO	42700	0.19	86.51	32120243
78	96	HARRISBURG/YORK, PENNSYLVANIA	42241	0.19	86.70	23460248
79	87	GRAND RAPIDS, MICHIGAN	41443	0.18	86.88	27946562
80	86	TOLEDO, OHIO	41379	0.18	87.07	28151455
81	83	FRESNO, CALIFORNIA	41344	0.18	87.25	30577007
82	71	COLORADO SPRINGS, COLORADO	41255	0.18	87.43	40694473
83	85	MOBILE, ALABAMA	39566	0.17	87.61	28836405
84	88	MADISON, WISCONSIN	38233	0.17	87.77	27548798
85	84	HUNTSVILLE/DECATUR, ALABAMA	37979	0.17	87.94	30505171

Table 4

DOMESTIC CITY SUMMARY, CITIES ARRANGED IN RANK ORDER OF NUMBER OF PASSENGER-MILES
PASSENGER-MILE AND PASSENGER RANKINGS, NUMBER OF PASSENGER-MILES AND PERCENT OF TOTAL, AND NUMBER OF
PASSENGERS, BY CITY, BASED ON DIRECTIONAL ORIGIN AND DESTINATION
TEN-PERCENT SAMPLE FOR THE TWELVE MONTHS ENDED JUNE 30, 1972

RANK		CITY	TRAFFIC IN SAMPLE, OUTBOUND PLUS INBOUND			
			PASSENGER-MILES			NUMBER OF PASSENGERS
PASS-MILE	PASS.		NUMBER	PERCENT OF TOTAL	CUMULATIVE PERCENT OF TOTAL	
1	1	NEW YORK, N.Y./NEWARK, N.J.	2087454118	10.41	10.41	2288092
2	3	LOS ANGELES, CALIFORNIA	1600847955	7.96	18.39	1085726
3	2	CHICAGO, ILLINOIS	1121605387	5.59	23.98	1436360
4	5	SAN FRANCISCO, CALIFORNIA	1101131240	5.49	29.47	737288
5	7	MIAMI, FLORIDA	735045532	3.66	33.13	679309
6	4	WASHINGTON, D. C.	611717024	3.05	36.18	820000
7	19	HONOLULU, OAHU, HAWAII	601955329	3.00	39.18	307767
8	6	BOSTON, MASSACHUSETTS	568020569	2.83	42.01	686686
9	9	PHILADELPHIA, PA./CAMDEN, N.J.	436237758	2.17	44.19	523451
10	18	SEATTLE, WASHINGTON	421479500	2.10	46.29	326707
11	11	DALLAS&FT. WORTH, TEXAS	417949557	2.08	48.37	514068
12	8	DETROIT&ANN ARBOR, MICHIGAN	404669193	2.02	50.39	561007
13	12	DENVER, COLORADO	401127787	2.00	52.39	430010
14	10	ATLANTA, GEORGIA	321581639	1.60	53.99	517437
15	17	HOUSTON, TEXAS	307290250	1.53	55.52	352345
16	16	MINNEAPOLIS/ST. PAUL, MINNESOTA	292971867	1.46	56.98	354817
17	13	ST. LOUIS, MISSOURI	268264066	1.34	58.32	376967
18	22	LAS VEGAS, NEVADA	266751360	1.33	59.65	275324
19	24	PHOENIX, ARIZONA	257850516	1.29	60.94	250585
20	20	TAMPA&ST. PETERSBURG/CLMTR&LKLMD, FLA	254194816	1.27	62.20	281222
21	14	CLEVELAND, OHIO	249780065	1.25	63.45	368598
22	32	SAN DIEGO, CALIFORNIA	247546733	1.23	64.68	175657
23	25	FORT LAUDERDALE, FLORIDA	227599311	1.13	65.82	211533
24	15	PITTSBURGH, PENNSYLVANIA	220095443	1.10	66.91	368195
25	21	KANSAS CITY, MISSOURI	208569252	1.04	67.95	278020
26	23	NEW ORLEANS, LOUISIANA	203055829	1.01	68.97	253801
27	29	PORTLAND, OREGON	196475275	0.98	69.95	183123
28	26	BALTIMORE, MARYLAND	175668909	0.88	70.82	209739
29	33	HARTFORD/SPRINGFIELD/WESTFLO, CONN	156438327	0.78	71.60	169930
30	37	SAN ANTONIO, TEXAS	133225793	0.66	72.27	138141
31	36	ORLANDO, FLORIDA	131082154	0.65	72.92	147211
32	31	INDIANAPOLIS, INDIANA	122409045	0.61	73.53	177879
33	27	CINCINNATI, OHIO	119203380	0.59	74.12	187665
34	30	MEMPHIS, TENNESSEE	118720154	0.59	74.71	181960
35	39	SALT LAKE CITY, UTAH	115375454	0.58	75.29	131895
36	35	MILWAUKEE, WISCONSIN	114203546	0.57	75.86	150910
37	28	BUFFALO&NIAGARA FALLS, NEW YORK	113852492	0.57	76.43	187185
38	34	COLUMBUS, OHIO	104974345	0.52	76.95	159806
39	47	OKLAHOMA CITY, OKLAHOMA	93744818	0.47	77.42	109650
40	41	DAYTON, OHIO	91802363	0.46	77.88	126725
41	54	TUCSON, ARIZONA	90655423	0.45	78.33	81722
42	62	LINCOLN, KANSAS	90530661	0.45	78.78	65543
43	49	ALBUQUERQUE, NEW MEXICO	86082530	0.43	79.21	96794
44	38	LOUISVILLE, KENTUCKY	84768158	0.42	79.63	138134
45	55	WEST PALM BEACH/PALM BEACH, FLA	83929930	0.42	80.05	81542
46	63	KAHULUI, MAUI, HAWAII	83871716	0.42	80.47	64585
47	44	JACKSONVILLE, FLORIDA	83733225	0.42	80.88	114508
48	48	OMAHA, NEBRASKA	81987615	0.41	81.29	105396
49	40	ROCHESTER, NEW YORK	75552225	0.38	81.67	126747
50	42	SYRACUSE, NEW YORK	75154709	0.37	82.04	116981
51	45	NASHVILLE, TENNESSEE	72432408	0.36	82.41	114066
52	60	SACRAMENTO, CALIFORNIA	71144420	0.35	82.76	69604
53	50	TULSA, OKLAHOMA	70688297	0.35	83.11	90596
54	57	EL PASO, TEXAS	70444372	0.35	83.46	75678
55	43	CHARLOTTE, NORTH CAROLINA	69264406	0.35	83.81	116024
56	46	NORFOLK, VIRGINIA	67095090	0.33	84.14	111487
57	114	ANCHORAGE, ALASKA	6394437	0.32	84.46	27457
58	52	BIRMINGHAM, ALABAMA	59419419	0.30	84.76	89328
59	51	ALBANY, NEW YORK	56653862	0.28	85.04	89866
60	76	OAKLAND, CALIFORNIA	56015268	0.28	85.32	43689
61	53	RALEIGH/DURHAM, NORTH CAROLINA	55425058	0.28	85.60	86967
62	56	PROVIDENCE, RHODE ISLAND	55262860	0.28	85.87	79728
63	58	DES MOINES, IOWA	52907900	0.26	86.14	72492
64	74	ONTARIO&SAN BERNARDINO, CALIF.	49654214	0.25	86.38	48819
65	67	SPOKANE, WASHINGTON	49082766	0.24	86.63	58844
66	68	WICHITA, KANSAS	46983212	0.23	86.86	58703
67	61	RENO, NEVADA	44853148	0.22	87.09	65794
68	59	GREENSBORO/HIGH POINT, N. C.	43594633	0.22	87.30	70021
69	66	LITTLE ROCK, ARKANSAS	41450323	0.21	87.51	58887
70	65	COLUMBIA, SOUTH CAROLINA	41049939	0.20	87.71	59738
71	82	COLORADO SPRINGS, COLORADO	40694473	0.20	87.92	41255
72	71	AUSTIN, TEXAS	38275767	0.19	88.11	50809
73	70	CHARLESTON, SOUTH CAROLINA	38198050	0.19	88.30	55109
74	64	RICHMOND, VIRGINIA	37810936	0.19	88.49	60946
75	93	SAN JOSE, CALIFORNIA	37712074	0.19	88.67	34246
76	86	SARASOTA/BRADENTON, FLORIDA	35980258	0.18	88.85	76992
77	73	HILO, HAWAII, HAWAII	34804705	0.17	89.03	49128
78	72	JACKSON/VICKSBURG, MISSISSIPPI	34204008	0.17	89.20	49786
79	69	KNOXVILLE, TENNESSEE	33628224	0.17	89.37	56306
80	89	SALINAS/MONTEREY, CALIFORNIA	32481958	0.16	89.53	35357
81	75	SHREVEPORT, LOUISIANA	32183005	0.16	89.69	47600
82	77	BOISE, IDAHO	32120243	0.16	89.85	42700
83	81	FRESNO, CALIFORNIA	30577007	0.15	90.00	41344
84	85	HUNTSVILLE/DECATUR, ALABAMA	30505171	0.15	90.15	37979
85	83	MOBILE, ALABAMA	28836405	0.14	90.30	39566

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Table 5

DOMESTIC SUMMARY BY LENGTH OF PASSENGER TRIP
NUMBER OF CITY PAIRS, PASSENGERS, AND PASSENGER-MILES DISTRIBUTED BY LENGTH OF PASSENGER TRIP,
BASED ON DIRECTIONAL ORIGIN AND DESTINATION
TEN-PERCENT SAMPLE FOR THE QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972

LENGTH OF PASSENGER TRIP (NONSTOP MILEAGE)	NUMBER OF CITY PAIRS IN SAMPLE				NUMBER OF PASSENGERS IN SAMPLE OUTBOUND PLUS INBOUND				NUMBER OF PASSENGER MILES IN SAMPLE OUTBOUND PLUS INBOUND			
	BY CLASS INTERVAL		CUMULATIVE TOTAL		BY CLASS INTERVAL		CUMULATIVE TOTAL		BY CLASS INTERVAL		CUMULATIVE TOTAL	
	QUARTER	12 MONTHS	QUARTER	12 MONTHS	QUARTER	12 MONTHS	QUARTER	12 MONTHS	QUARTER	12 MONTHS	QUARTER	12 MONTHS
0- 49	67	99	67	99	1401	5060	1401	5060	56304	204394	56305	204394
50- 99	370	504	437	603	26899	98680	28300	103740	2248484	8239806	2304791	8444260
100- 149	638	856	1075	1459	87947	333858	116247	437598	10842829	41100770	13147670	49544970
150- 199	906	1213	1981	2672	170592	641379	286839	1078977	31596764	118742311	44744383	168287281
200- 249	1121	1520	3102	4192	195362	728448	482201	1807425	44855251	166955518	89599616	335242799
250- 299	1275	1704	4377	5896	189607	711057	671808	2518482	53467424	200375883	143067060	535618687
300- 349	1320	1814	5697	7710	152364	573153	824172	3091635	51666404	194134583	194733465	729753265
350- 399	1404	1969	7101	9679	127726	477239	951898	3568874	49308607	183788555	244042067	913541820
400- 449	1416	1980	8517	11659	152890	576874	1104788	4145748	66525524	250707129	310567593	1164248944
450- 499	1447	2035	9964	13694	123737	461942	1228525	4607690	61687467	229944724	372755455	1394193673
500- 549	1446	2078	11410	15772	87631	327606	1316156	4935296	49265314	184185905	421520769	1578379578
550- 599	1462	2069	12872	17841	117990	437273	1434146	5372569	71953251	266434465	493474020	1840814044
600- 649	1411	2089	14283	19930	83564	313605	1517710	5686174	55186584	206957508	548660805	2051771551
650- 699	1434	2104	15717	22034	100141	384247	1617851	6070421	70561320	270432228	619221925	2322203779
700- 749	1336	2006	17053	24040	103066	387726	1720917	6458147	77816677	292706660	673038597	2614910439
750- 799	1340	1985	18393	26025	73320	271515	1794237	6729662	59795311	221131268	756833908	2864041707
800- 849	1271	1929	19664	27954	67961	258276	1862198	6987918	59170884	224664628	816004793	3060706335
850- 899	1171	1848	20835	29802	66087	246806	1928285	7234744	60216934	224829840	876221726	3285536175
900- 949	1173	1762	22008	31564	82305	308003	2010390	7542747	79335890	296420927	955557616	3581957102
950- 999	1089	1637	23097	33201	67189	258258	2077779	7801005	68033054	261179762	1023590669	3843136884
1000-1049	1015	1566	24112	34767	80037	310285	2157816	8111290	84306024	326648704	1107896695	4169785644
1050-1099	915	1406	25027	36173	109335	441583	2267151	8552873	120729390	486571498	1228626085	4656357060
1100-1149	794	1304	25821	37477	32296	124425	2299447	8677298	38225417	147066590	1266851502	4803423656
1150-1199	750	1200	26571	38677	59121	234213	2358568	8911511	71879104	284310285	1338730610	5087733941
1200-1249	724	1152	27295	39829	38949	145961	2397517	9057472	49522177	185519945	1388252787	5273253880
1250-1299	694	1094	27989	40923	27402	103699	2424919	9161171	36098104	136455728	1424350893	5409709614
1300-1349	612	993	28601	41916	18823	75565	2443742	9236736	26033074	104334948	1450383967	5514044562
1350-1399	567	926	29168	42942	32006	121096	2475748	9357832	45421024	171985243	1495804995	5686029805
1400-1449	487	784	29655	43626	29066	109930	2504814	9467762	42799810	161808033	1538604805	5847837838
1450-1499	509	775	30164	44401	19644	73885	2524458	9541647	30361851	113948968	1568966656	5961786806
1500-1549	439	742	30603	45143	30517	116723	2554975	9658370	47792377	182818647	1616759033	6144605451
1550-1599	405	684	31008	45827	19546	74271	2574521	9732641	32135304	121981224	1648694336	6266586677
1600-1649	419	675	31427	46502	20573	77311	2595094	9809952	34585414	130138960	1683479754	6396725637
1650-1699	381	617	31808	47119	12765	50490	2607859	9860442	22269581	88002929	1705749335	6484728560
1700-1749	364	592	32172	47711	35499	139602	2643358	10000044	63419499	248895019	1769168828	6733623585
1750-1799	398	618	32570	48329	14286	53671	2657644	10053715	26383160	799577888	1795551988	6832601473
1800-1849	354	549	32924	48878	15477	58796	2673121	10112511	29308898	111162068	1824860886	6943763541
1850-1899	353	568	33277	49446	18806	71489	2691927	10184000	36446770	138433048	1861307656	7082196589
1900-1949	301	471	33578	49917	13968	53237	2705895	10237237	27970954	106256442	1889278610	7188453031
1950-1999	329	499	33907	50416	18752	71456	2724647	10308693	38274054	145720039	197552664	7334173070
2000-2049	42	387	34149	50803	10269	39731	2734916	10348424	21618070	83568331	1949170743	7417741401
2050-2099	226	374	34375	51177	10201	39624	2745117	10388048	22065520	85701156	1971236263	7503442557
2100-2149	215	358	34590	51535	15657	59364	2760774	10447412	34407834	104433512	2005644097	7633876069
2150-2199	230	378	34820	51913	8770	34803	2769544	10462215	19823400	78679536	2025467497	7712555605
2200-2249	185	329	35005	52242	9218	35675	2778762	10517890	21252977	82042965	2046720469	7794598570
2250-2299	237	350	35242	52592	17179	62908	2795941	10580798	40264367	147269920	2086984836	794186490
2300-2349	210	349	35452	52941	15938	60234	2811879	10641032	38465404	145035885	2125450244	8086904375
2350-2399	214	318	35666	53259	20834	80406	2832713	10721438	51003864	196574502	2176454109	8283478877
2400-2449	204	317	35872	53576	21923	81797	2854636	10803235	54788569	204291076	2231242678	8487769953
2450-2499	192	305	36064	53881	36745	137978	2891381	10941213	92928041	348542563	2324170719	8836312516
2500-2549	146	237	36210	54118	9835	37013	2901216	10978226	25646094	96451730	2349816813	8932764246
2550-2599	120	199	36330	54317	38103	143343	2939319	11121569	99973031	375964525	2449789844	9308728771
2600-2649	87	140	36417	54457	13539	53943	2952858	11175512	36201299	144165941	2496436202	9452894712
2650-2699	64	112	36481	54569	3781	15732	2956639	11191244	10445050	43204844	2527189956	9609544424
2700-2749	65	101	36546	54670	6312	23698	2962951	11214942	17519590	65657193	2513955801	9561756743
2750-2799	51	79	36597	54749	1533	5645	2964484	11220587	4525794	16771048	2518481594	9578527797
2800-2849	37	62	36634	54811	376	1207	2964860	11221794	1170354	3747867	2519651947	9582275664
2850-2899	47	71	36681	54882	639	2408	2965499	11224202	1953300	7341863	2521605256	9589617527
2900-2949	30	55	36711	54937	635	2177	2966134	11226379	1938247	6634123	2523543503	9596251650
2950-2999	26	51	36737	54988	665	2349	2966799	11228728	2069884	7310283	2525613387	9603561933
3000-3049	27	44	36764	55032	178	735	2966977	11229463	598957	2492964	2526212339	9606054897
3050-3099	29	56	36793	55088	298	1060	2967275	11230523	977617	3489525	2527189956	9609544424
3100-3149	32	50	36825	55138	184	599	2967459	11231122	623370	2035106	2527813326	9611579524
3150-3199	32	54	36857	55192	188	751	2967647	11231873	643631	2571811	2528456957	9614151334
3200-3249	27	55	36884	55247	360	1376	2968007	11233249	1207754	4628976	2529664712	9618780315
3250-3299	34	60	36918	55307	598	2366	2968605	11235615	2087774	8193759	2531752487	9626794074
3300-3349	35	59	36953	55366	153	473	2968758	11236088	544234	1695886	2532007222	9628669760
3350-3399	28	42	36981	55408	1337	4755	2970095	11240843	4714657	16734535	2537015319	9645404295

Table 6

DOMESTIC CITY-PAIR SUMMARY: TOP-RANKED 1000 CITY PAIRS IN TERMS OF NUMBER OF PASSENGERS
PASSENGER AND PASSENGER-MILE RANKINGS AND NUMBER OF PASSENGERS AND PASSENGER-MILES FOR TOP-RANKED 1000 CITY PAIRS,
ARRANGED IN RANK ORDER OF PASSENGERS, BASED ON DIRECTIONAL ORIGIN AND DESTINATION
TEN-PERCENT SAMPLE FOR THE TWELVE MONTHS ENDED JUNE 30, 1972

CITY-PAIR RANK		CITY-PAIR		TRAFFIC IN SAMPLE (OUTBOUND + INBOUND)			
PASS.	PASS-MILE			PASSENGERS	PERCENT OF TOTAL	CUMULATIVE PERCENT OF TOTAL	NUMBER OF PASSENGERS - MILE
1	2	MIAMI, FLORIDA	NEW YORK, NEW YORK	186984	1.67	1.67	207613361
2	4	CHICAGO, ILLINOIS	NEW YORK, NEW YORK	175933	1.55	3.22	129288379
3	41	BOSTON, MASSACHUSETTS	NEW YORK, NEW YORK	144579	1.28	4.50	27541421
4	50	NEW YORK, N.Y./NEWARK, N.J.	WASHINGTON, D. C.	121075	1.07	5.57	25960510
5	1	LOS ANGELES, CALIFORNIA	NEW YORK, NEW YORK	105731	0.93	6.50	265184728
6	40	LOS ANGELES, CALIFORNIA	SAN FRANCISCO, CALIF.	80673	0.71	7.21	27681891
7	22	DETROIT/ANN ARBOR, MICHIGAN	NEW YORK, NEW YORK	78059	0.69	7.90	19275715
8	7	FORT LAUDERDALE, FLORIDA	NEW YORK, NEW YORK	76300	0.67	8.58	81691007
9	3	NEW YORK, N.Y./NEWARK, N.J.	SAN FRANCISCO, CALIF.	72306	0.64	9.21	19020470
10	6	CHICAGO, ILLINOIS	LOS ANGELES, CALIF.	63887	0.56	9.78	113484506
11	51	LEVELAND, OHIO	NEW YORK, NEW YORK	61561	0.54	10.32	25791271
12	65	NEW YORK, N.Y./NEWARK, N.J.	PITTSBURGH, PENNA.	60995	0.54	10.86	20121420
13	59	BOSTON, MASSACHUSETTS	WASHINGTON, D. C.	55095	0.49	11.36	27512337
14	112	CHICAGO, ILLINOIS	DETROIT, MICHIGAN	54133	0.48	11.83	12633833
15	111	LAS VEGAS, NEVADA	LOS ANGELES, CALIF.	53786	0.47	12.31	12704669
16	21	ATLANTA, GEORGIA	NEW YORK, NEW YORK	51507	0.46	12.76	40034755
17	92	BUFFALO/NIAGARA FALLS, NEW YORK	NEW YORK, NEW YORK	47349	0.42	13.22	14968115
18	81	CHICAGO, ILLINOIS	PHILADELPHIA, PENNA.	44083	0.39	14.02	16321305
19	45	CHICAGO, ILLINOIS	WASHINGTON, D. C.	44011	0.39	14.41	76951767
20	5	HONOLULU, OAHU, HAWAII	LOS ANGELES, CALIF.	42426	0.37	14.79	113501821
21	138	CHICAGO, ILLINOIS	ST. LOUIS, MISSOURI	41622	0.37	15.15	11008973
22	15	CHICAGO, ILLINOIS	MIAMI, FLORIDA	39208	0.35	15.50	50229444
23	137	BOSTON, MASSACHUSETTS	PHILADELPHIA, PENNA.	38739	0.34	15.84	11030441
24	148	NEW YORK, N.Y./NEWARK, N.J.	HOCHSTER, NEW YORK	37975	0.34	16.18	9460893
25	176	HILO, HAWAII, HAWAII	HONOLULU, OAHU, HAWAII	37564	0.33	16.51	8837007
26	52	CHICAGO, ILLINOIS	PHILADELPHIA, PENNA.	36759	0.32	16.83	25651804
27	430	HONOLULU, OAHU, HAWAII	LIHUE, KAUAI, HAWAII	36040	0.32	17.15	3791830
28	30	BOSTON, MASSACHUSETTS	CHICAGO, ILLINOIS	35274	0.31	17.46	31508489
29	109	LOS ANGELES, CALIFORNIA	PHOENIX, ARIZONA	35132	0.31	17.77	13116641
30	10	CHICAGO, ILLINOIS	SAN FRANCISCO, CALIF.	34426	0.31	18.08	66669511
31	27	NEW YORK, N.Y./NEWARK, N.J.	TAMPA, FLORIDA	33760	0.30	18.38	35370455
32	33	NEW YORK, N.Y./NEWARK, N.J.	ST. LOUIS, MISSOURI	33508	0.30	18.67	10241106
33	401	HONOLULU, OAHU, HAWAII	KAMULU, MAUI, HAWAII	33440	0.30	18.97	3353654
34	140	CHICAGO, ILLINOIS	CLEVELAND, OHIO	33175	0.29	19.26	10572844
35	17	DALLASEFT, NORTH, TEXAS	NEW YORK, NEW YORK	32903	0.29	19.55	46681103
36	37	DENVER, COLORADO	LOS ANGELES, CALIF.	32521	0.29	19.84	28263841
37	60	SAN FRANCISCO, CALIFORNIA	SEATTLE, WASHINGTON	31796	0.28	20.12	22209516
38	32	LOS ANGELES, CALIFORNIA	SEATTLE, WASHINGTON	31283	0.28	20.40	10579444
39	29	MIAMI, FLORIDA	PHILADELPHIA, PENNA.	31272	0.28	20.67	31978698
40	238	DALLASEFT, NORTH, TEXAS	HOUSTON, TEXAS	31030	0.27	20.95	6874524
41	269	NEW YORK, N.Y./NEWARK, N.J.	SYRACUSE, NEW YORK	30537	0.27	21.22	6202014
42	23	BOSTON, MASSACHUSETTS	MIAMI, FLORIDA	30313	0.27	21.48	36730104
43	197	PHILADELPHIA, PA./CAMDEN, N.J.	PITTSBURGH, PENNA.	29448	0.26	21.74	8136540
44	8	LOS ANGELES, CALIFORNIA	WASHINGTON, D. C.	29130	0.26	22.00	69230965
45	20	HOUSTON, TEXAS	NEW YORK, NEW YORK	28881	0.26	22.26	41906060
46	120	CHICAGO, ILLINOIS	KANSAS CITY, MISSOURI	27772	0.25	22.51	11895334
47	48	CHICAGO, ILLINOIS	DENVER, COLORADO	27518	0.25	22.76	26217477
48	9	HONOLULU, OAHU, HAWAII	SAN FRANCISCO, CALIF.	26372	0.24	23.00	67662075
49	28	DALLASEFT, NORTH, TEXAS	LOS ANGELES, CALIF.	26274	0.24	23.23	34728644
50	87	CINCINNATI, OHIO	NEW YORK, NEW YORK	26206	0.23	23.46	15554441
51	43	MINNEAPOLIS/ST. PAUL, MINNESOTA	NEW YORK, NEW YORK	26206	0.23	23.70	27108780
52	19	DENVER, COLORADO	NEW YORK, NEW YORK	25869	0.23	23.92	43536965
53	139	CHICAGO, ILLINOIS	PITTSBURGH, PENNA.	24871	0.22	24.14	10789939
54	119	COLUMBUS, OHIO	NEW YORK, NEW YORK	24337	0.21	24.36	11909842
55	55	NEW YORK, N.Y./NEWARK, N.J.	WEST PALM BEACH, FLA.	24274	0.21	24.57	25476691
56	12	SAN FRANCISCO, CALIFORNIA	WASHINGTON, D. C.	23764	0.21	24.78	60100825
57	98	ATLANTA, GEORGIA	MIAMI, FLORIDA	23186	0.21	24.99	14426672
58	61	MIAMI, FLORIDA	WASHINGTON, D. C.	23181	0.21	25.20	22049046
59	11	BOSTON, MASSACHUSETTS	LOS ANGELES, CALIF.	23073	0.21	25.40	61469987
60	46	DETROIT/ANN ARBOR, MICHIGAN	MIAMI, FLORIDA	22930	0.20	25.60	26598120
61	18	DETROIT/ANN ARBOR, MICHIGAN	LOS ANGELES, CALIF.	22888	0.20	25.80	45951850
62	393	BALTIMORE, MARYLAND	NEW YORK, NEW YORK	22811	0.20	26.01	4201062
63	74	CHICAGO, ILLINOIS	DALLASEFT, NORTH, TEX	22060	0.19	26.20	18633330
64	246	HOUSTON, TEXAS	NEW ORLEANS, LA.	21860	0.19	26.39	6735043
65	49	NEW ORLEANS, LOUISIANA	NEW YORK, NEW YORK	21626	0.19	26.58	26142774
66	124	CHARLOTTE, NORTH CAROLINA	NEW YORK, NEW YORK	21521	0.19	26.77	11726458
67	183	DETROIT/ANN ARBOR, MICHIGAN	WASHINGTON, D. C.	21375	0.19	26.96	8710218
68	374	MIAMI, FLORIDA	TAMPA, FLORIDA	21324	0.19	27.15	4396212
69	105	ATLANTA, GEORGIA	CHICAGO, ILLINOIS	21143	0.19	27.34	13361460
70	123	ATLANTA, GEORGIA	WASHINGTON, D. C.	20528	0.18	27.52	11731411
71	31	CHICAGO, ILLINOIS	LAS VEGAS, NEVADA	20485	0.18	27.70	31383762
72	103	INDIANAPOLIS, INDIANA	NEW YORK, NEW YORK	20043	0.18	27.88	13579229
73	134	PORTLAND, OREGON	SAN FRANCISCO, CALIF.	19854	0.18	28.05	11130082
74	86	CHICAGO, ILLINOIS	TAMPA, FLORIDA	19674	0.17	28.23	20190406
75	72	NEW YORK, N.Y./NEWARK, N.J.	ORLANDO, FLORIDA	19490	0.17	28.40	19260301
76	73	DENVER, COLORADO	SAN FRANCISCO, CALIF.	19224	0.17	28.57	1888116
77	16	LOS ANGELES, CALIFORNIA	PHILADELPHIA, PENNA.	18726	0.17	28.73	46712508
78	235	LOS ANGELES, CALIFORNIA	SACRAMENTO, CALIF.	18674	0.16	28.90	7010647
79	668	PORTLAND, OREGON	SEATTLE, WASHINGTON	18671	0.16	29.06	2412887
80	342	CHICAGO, ILLINOIS	CINCINNATI, OHIO	18597	0.16	29.23	4893249
81	44	CHICAGO, ILLINOIS	PHOENIX, ARIZONA	18495	0.16	29.39	27099989
82	14	BOSTON, MASSACHUSETTS	SAN FRANCISCO, CALIF.	18345	0.16	29.55	50685831
83	54	HOUSTON, TEXAS	LOS ANGELES, CALIF.	18250	0.16	29.71	25601319
84	603	NEW YORK, N.Y./NEWARK, N.J.	PROVIDENCE, R. I.	17979	0.16	29.87	2700511
85	63	CHICAGO, ILLINOIS	FORT LAUDERDALE, FLA.				21293391

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Table 7

DOMESTIC CITY-PAIR SUMMARY: TOP-RANKED 1000 CITY PAIRS IN TERMS OF NUMBER OF PASSENGER-MILES
PASSENGER-MILE AND PASSENGER RANKINGS AND NUMBER OF PASSENGER-MILES AND PASSENGERS FOR TOP-RANKED 1000 CITY PAIRS.
ARRANGED IN RANK ORDER OF NUMBER OF PASSENGER-MILES, BASED ON DIRECTIONAL ORIGIN AND DESTINATION

TEN-PERCENT SAMPLE FOR THE TWELVE MONTHS ENDED JUNE 30, 1972

CITY PAIR RANK	PASS-MILE	PASS	CITY PAIR	TRAFFIC IN SAMPLE OUTBOUND + INBOUND			
				PASSENGER-MILES		NUMBER OF PASSENGERS	
				NUMBER	PERCENT OF TOTAL	PERCENT OF TOTAL	NUMBER
1	5		LOS ANGELES, CALIFORNIA	265184728	2.4	2.44	105731
2	1		MIAMI, FLORIDA	207613361	2.07	4.71	188987
3	9		NEW YORK, N.Y./NEWARK, N.J.	190204707	1.90	8.61	72501
4	2		CHICAGO, ILLINOIS	170288379	1.29	7.90	175931
5	20		HONOLULU, OAHU, HAWAII	113501821	1.13	9.03	44011
6	10		CHICAGO, ILLINOIS	113484506	1.13	10.16	63877
7	8		FORT LAUDERDALE, FLORIDA	81891007	0.82	10.98	76300
8	44		LOS ANGELES, CALIFORNIA	69230965	0.69	11.67	29667
9	48		HONOLULU, OAHU, HAWAII	67682075	0.67	12.34	27777
10	30		CHICAGO, ILLINOIS	66669511	0.66	13.01	35117
11	59		BOSTON, MASSACHUSETTS	61469982	0.61	13.62	23781
12	56		SAN FRANCISCO, CALIFORNIA	60100825	0.60	14.22	24277
13	183		HONOLULU, OAHU, HAWAII	50970486	0.51	14.73	10061
14	82		BOSTON, MASSACHUSETTS	50485833	0.51	15.23	18697
15	22		CHICAGO, ILLINOIS	50229644	0.50	15.73	41627
16	77		LOS ANGELES, CALIFORNIA	46712508	0.47	16.20	19274
17	35		DALLAS/FT. WORTH, TEXAS	46681103	0.47	16.67	33177
18	61		DETROIT/ANN ARBOR, MICHIGAN	45951850	0.46	17.12	27917
19	52		DENVER, COLORADO	43536965	0.43	17.56	26206
20	45		HOUSTON, TEXAS	41904060	0.42	17.98	29110
21	16		ATLANTA, GEORGIA	40034755	0.40	18.37	51587
22	7		DETROIT/ANN ARBOR, MICHIGAN	39275715	0.39	18.77	78019
23	42		BOSTON, MASSACHUSETTS	38730104	0.39	19.15	10014
24	105		LOS ANGELES, CALIFORNIA	37364144	0.37	19.52	15561
25	101		LAS VEGAS, NEVADA	36554553	0.36	19.89	15990
26	119		PHILADELPHIA, PA./CAMDEN, N.J.	35879071	0.36	20.25	13987
27	31		NEW YORK, N.Y./NEWARK, N.J.	35370445	0.35	20.60	34626
28	49		DALLAS/FT. WORTH, TEXAS	34728448	0.35	20.95	27517
29	39		MIAMI, FLORIDA	31978698	0.32	21.26	31281
30	28		BOSTON, MASSACHUSETTS	31508489	0.31	21.58	36040
31	71		CHICAGO, ILLINOIS	31383762	0.31	21.89	20527
32	38		LOS ANGELES, CALIFORNIA	30971045	0.30	22.20	31796
33	32		NEW YORK, N.Y./NEWARK, N.J.	30281106	0.30	22.50	33761
34	288		CHICAGO, ILLINOIS	29496046	0.29	22.79	6857
35	170		HONOLULU, OAHU, HAWAII	29306833	0.29	23.08	10767
36	158		NEW YORK, N.Y./NEWARK, N.J.	28426541	0.28	23.37	11444
37	36		DENVER, COLORADO	28263941	0.28	23.65	32901
38	128		CLEVELAND, OHIO	28066109	0.28	23.93	13544
39	86		LOS ANGELES, CALIFORNIA	27967784	0.28	24.21	17961
40	6		LOS ANGELES, CALIFORNIA	27681891	0.28	24.48	80671
41	3		BOSTON, MASSACHUSETTS	27541421	0.27	24.76	144574
42	142		NEW YORK, N.Y./NEWARK, N.J.	27418972	0.27	25.03	12547
43	51		MINNEAPOLIS/ST. PAUL, MINNESOTA	27108780	0.27	25.30	26274
44	81		CHICAGO, ILLINOIS	27099809	0.27	25.57	18597
45	19		CHICAGO, ILLINOIS	26951767	0.27	25.84	44091
46	60		DETROIT/ANN ARBOR, MICHIGAN	26598120	0.27	26.11	23021
47	172		NEW YORK, N.Y./NEWARK, N.J.	26520759	0.26	26.37	10654
48	47		CHICAGO, ILLINOIS	26217627	0.26	26.63	28681
49	65		NEW ORLEANS, LOUISIANA	26142726	0.26	26.89	21660
50	4		NEW YORK, N.Y./NEWARK, N.J.	25960510	0.26	27.15	121075
51	11		CLEVELAND, OHIO	25791271	0.26	27.41	61561
52	26		CHICAGO, ILLINOIS	25651804	0.26	27.67	37564
53	150		DETROIT/ANN ARBOR, MICHIGAN	25604840	0.26	27.92	12107
54	83		HOUSTON, TEXAS	25601319	0.26	28.18	18345
55	55		NEW YORK, N.Y./NEWARK, N.J.	25476691	0.25	28.43	24337
56	104		LOS ANGELES, CALIFORNIA	25416680	0.25	28.68	15754
57	214		MIAMI, FLORIDA	23330996	0.23	28.92	8751
58	218		LIHUE, KAUAI, HAWAII	23205344	0.23	29.15	8613
59	13		BOSTON, MASSACHUSETTS	22512337	0.22	29.37	55995
60	37		SAN FRANCISCO, CALIFORNIA	22209318	0.22	29.59	32521
61	58		MIAMI, FLORIDA	22049048	0.22	29.81	23486
62	110		DALLAS/FT. WORTH, TEXAS	21927371	0.22	30.03	14629
63	85		CHICAGO, ILLINOIS	21293391	0.21	30.24	17974
64	194		LOS ANGELES, CALIFORNIA	20950635	0.20	30.45	9504
65	12		NEW YORK, N.Y./NEWARK, N.J.	20321420	0.20	30.65	60997
66	74		CHICAGO, ILLINOIS	20190406	0.20	30.86	19654
67	185		ATLANTA, GEORGIA	20082517	0.20	31.05	9931
68	159		CHICAGO, ILLINOIS	20024564	0.20	31.29	11357
69	147		MINNEAPOLIS/ST. PAUL, MINNESOTA	19874035	0.20	31.45	12299
70	115		KANSAS CITY, MISSOURI	19737115	0.20	31.65	14274
71	91		KANSAS CITY, MISSOURI	19319461	0.19	31.86	12721
72	75		NEW YORK, N.Y./NEWARK, N.J.	19260301	0.19	32.03	19674
73	76		DENVER, COLORADO	18888736	0.19	32.22	19400
74	63		CHICAGO, ILLINOIS	18633529	0.19	32.41	22811
75	184		CHICAGO, ILLINOIS	17699083	0.18	32.58	10001
76	286		HARTFORD/SPRINGFIELD/WESTFIELD, CONN.	17516351	0.17	32.76	6869
77	309		KAHULUI, MAUI, HAWAII	17460326	0.17	32.93	6556
78	300		BALTIMORE, MARYLAND	16621813	0.17	33.10	6665
79	275		BALTIMORE, MARYLAND	16529935	0.16	33.26	7021
80	164		DENVER, COLORADO	16445489	0.16	33.43	10977
81	18		CHICAGO, ILLINOIS	16321305	0.16	33.59	47144
82	94		CHICAGO, ILLINOIS	16257968	0.16	33.75	17067
83	100		DETROIT/ANN ARBOR, MICHIGAN	16085679	0.16	33.91	16291
84	130		DALLAS/FT. WORTH, TEXAS	16038149	0.16	34.07	13621
85	210		ST. LOUIS, MISSOURI	16028464	0.16	34.23	9021

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Table 8

DOMESTIC CITY-PAIR SUMMARY, CITY PAIRS ARRANGED ALPHABETICALLY
NUMBER OF PASSENGERS BETWEEN CITIES, BASED ON DIRECTIONAL ORIGIN AND DESTINATION

TEN-PERCENT SAMPLE FOR THE QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972

CITY PAIR		NUMBER OF PASSENGERS IN SAMPLE	
BASE CITY		OUTBOUND PLUS INBOUND	
REFERENCE CITY	NONSTOP MILEAGE	QUARTER	12 MONTHS
ABERDEEN, SOUTH DAKOTA			
ALBANY, GEORGIA	1224	2	2
ALBANY, NEW YORK	1234	1	3
ALBUQUERQUE, N. MEX.	837	4	16
ANCHORAGE, ALASKA	2316	3	3
ANNISTON, ALABAMA	1056	1	1
ATLANTA, GEORGIA	1103	3	16
AUGUSTA, GEORGIA	1208	3	3
AUSTIN, TEXAS	1046	4	6
BALTIMORE, MARYLAND	1191	4	6
BEMIDJIE, MINNESOTA	219	2	6
BENTON HARBOR, MICH.	642	1	1
BILLINGS, MONTANA	491	4	14
BISMARCK/NANDAN, N.D.	144	16	77
BOISE, IDAHO	887	3	3
BOSTON, MASSACHUSETTS	1378	2	22
BOZEMAN, MONTANA	617	1	2
BROOKINGS, S. D.	112	1	1
BUFFALO, NEW YORK	991	1	8
BUTTE, MONTANA	681	2	2
CASPER, WYOMING	436	1	5
CEAR RAPIDS, IOWA	417	1	7
CHAMPAIGN/URBANA, ILL.	636	7	7
CHARLESTON, S. C.	1307	2	4
CHARLOTTE, N. C.	1156	2	1
CHATTANOOGA, TENN.	1000	1	1
CHICAGO, ILLINOIS	588	82	224
CINCINNATI, OHIO	298	3	3
CLARKSVILLE, TENN.	831	1	2
CLARKSVILLE, TENN.	836	1	1
CLEVELAND, OHIO	880	2	15
COLLEGE STATION, TEX.	1031	1	2
COLORADO SPRINGS, COLO.	540	1	1
COLUMBIA/JEFF.-CTY., MO.	565	1	1
COLUMBIA, S. C.	1213	7	7
COLUMBUS, GEORGIA	1147	4	4
COLUMBUS, OHIO	874	1	6
CORPUS CHRISTI, TEXAS	1220	1	1
DALLAS/FT. WORTH, TEX.	875	5	45
DAYTON, OHIO	818	4	4
DENVER, COLORADO	512	42	145
DES MOINES, IOWA	361	8	22
DETROIT, MICHIGAN	790	18	51
DUBUQUE, IOWA	439	1	1
DULUTH, MINNESOTA	314	1	12
DURANGO, COLORADO	750	1	5
EAU CLAIRE, WISCONSIN	341	3	3
ELGIN A.F.B., FLORIDA	1216	1	1
EL PASO, TEXAS	1034	3	7
EVANSVILLE, INDIANA	740	3	5
FAIRBANKS, ALASKA	2283	1	2
FAYETTEVILLE, N. C.	233	2	2
FARGO, NORTH DAKOTA	127	2	4
FAYETTEVILLE, N. C.	1255	2	4
FORT LAUDERDALE, FLA.	1676	2	2
FORT WAYNE, INDIANA	735	2	2
GALLUP, NEW MEXICO	875	1	1
GLASGOW, MONTANA	432	1	1
GRAND FORKS, N. D.	182	3	3
GRAND RAPIDS, MICH.	654	2	10
GREAT FALLS, MONTANA	633	4	4
GREEN BAY, WISCONSIN	509	3	7
GREENSBORO, N. C.	1161	3	7
GREENVILLE, S. C.	1121	2	3
HARRISBURG/PA.	1152	1	1
HARTFORD, CONNECTICUT	1304	1	1
HATTIESBURG, MISS.	1094	1	1
HONOLULU, OAHU, HAWAII	3720	1	6
HOUSTON, TEXAS	1092	3	18
HUNTSVILLE, ALABAMA	967	2	2

CITY PAIR		NUMBER OF PASSENGERS IN SAMPLE	
BASE CITY		OUTBOUND PLUS INBOUND	
REFERENCE CITY	NONSTOP MILEAGE	QUARTER	12 MONTHS
ABERDEEN, SOUTH DAKOTA CONT.			
MURON, SOUTH DAKOTA	74	2	2
INDEPENDENCE, KANSAS	580	1	1
INDIANAPOLIS, INDIANA	733	3	12
INDIO, CALIFORNIA	1249	2	2
INTERNATIONAL FALLS	320	1	1
JACKSON, MISSISSIPPI	1011	1	1
JACKSONVILLE, FLORIDA	1372	4	12
KALAMAZOO, MICHIGAN	680	1	4
KANSAS CITY, MISSOURI	479	19	110
KNOXVILLE, TENNESSEE	1006	1	1
LA CROSSE, WISCONSIN	369	4	9
LANSING, MICHIGAN	711	10	10
LARABIE, WYOMING	463	1	1
LAS VEGAS, NEVADA	1087	2	10
LANTON/FT. SILL, OKLA.	751	1	5
LEXINGTON, KENTUCKY	877	1	1
LINCOLN, NEBRASKA	329	4	5
LITTLE ROCK, ARKANSAS	409	1	3
LOS ANGELES, CALIF.	1313	28	111
LOUISVILLE, KENTUCKY	824	3	3
LUBBOCK, TEXAS	833	1	1
MADISON, WISCONSIN	478	3	14
MARSHFIELD, N. C.	1345	2	2
MANHATTAN, KANSAS	445	1	1
MANHATTAN, KANSAS	237	2	2
MARQUETTE, MICHIGAN	528	3	3
MEMPHIS, TENNESSEE	844	1	3
MIAMI, FLORIDA	1688	13	49
MILWAUKEE, WISCONSIN	550	3	60
MINNEAPOLIS, MINN.	257	244	926
MINOT, NORTH DAKOTA	237	13	49
MISSOULA, MONTANA	757	2	5
MITCHELL, S. D.	117	2	6
MOBILE, ALABAMA	1158	2	2
MODESTO, CALIFORNIA	1201	3	3
MOBILE, ALABAMA	481	3	9
MONTROSE/DELTA, COLO.	683	1	1
MOUNTAINEER, GEORGIA	1266	2	2
MUNICIPAL/ANDERSON, IND.	752	2	4
MUSKOGEE, MICHIGAN	624	1	1
NEW ORLEANS, LA.	1155	1	6
NEW YORK, NEW YORK	1273	29	96
NORFOLK, NEBRASKA	244	2	2
NORFOLK, VIRGINIA	1295	1	1
OAKLAND, CALIFORNIA	1331	1	1
OKLAHOMA CITY, OKLA.	695	5	9
OKLAHOMA, NEBRASKA	314	42	137
ONTARIO, CALIFORNIA	1281	2	3
ORLANDO, FLORIDA	1498	2	3
PENSACOLA, FLORIDA	1199	2	2
PEORIA, ILLINOIS	552	1	1
PHILADELPHIA, PENNA.	1242	6	24
PHOENIX, ARIZONA	1099	9	42
PIERRE, SOUTH DAKOTA	118	28	128
PITTSBURGH, PENNA.	981	1	5
PONCA CITY, OKLAHOMA	606	1	4
PORTLAND, OREGON	1169	2	8
PROVIDENCE, R. I.	1372	1	1
RALEIGH/DURHAM, N.C.	1220	6	6
RAPID CITY, S. D.	248	97	293
RENO, NEVADA	1161	2	2
RHINELANDER, WIS.	441	3	3
RICHMOND, VIRGINIA	1220	10	39
RICHMOND, MINNESOTA	311	1	3
ROCHESTER, NEW YORK	1039	1	3
SACRAMENTO, CALIF.	1274	2	8
SAGINAW/BAY CITY, MICH.	720	1	40
ST. LOUIS, MISSOURI	620	7	40
SALINAS, CALIFORNIA	1362	1	1

CITY PAIR		NUMBER OF PASSENGERS IN SAMPLE	
BASE CITY		OUTBOUND PLUS INBOUND	
REFERENCE CITY	NONSTOP MILEAGE	QUARTER	12 MONTHS
ABERDEEN, SOUTH DAKOTA CONT.			
SALT LAKE CITY, UTAH	756	4	20
SAN ANTONIO, TEXAS	1098	1	9
SAN DIEGO, CALIFORNIA	1331	4	25
SAN FRANCISCO, CALIF.	1345	26	67
SANTA ANA, CALIFORNIA	1312	2	3
SANTA MARIA, CALIF.	1374	1	3
SARASOTA, FLORIDA	1521	1	2
SAVANNAH, GEORGIA	1302	3	3
SEATTLE, WASHINGTON	1144	17	56
SHREVEPORT, LOUISIANA	980	2	2
SIoux CITY, IOWA	234	20	55
SIoux FALLS, S. D.	154	119	385
SOUTH BEND, INDIANA	640	2	2
SPOKANE, WASHINGTON	921	1	12
SPRINGFIELD, ILLINOIS	590	1	2
STOCKTON, CALIFORNIA	1205	2	4
SYRACUSE, NEW YORK	1115	6	7
TALLAHASSEE, FLORIDA	1288	1	1
TAMPA, FLORIDA	1492	2	7
TOLEDO, OHIO	780	1	1
TOPEKA, KANSAS	463	5	5
TRAVERSE CITY, MICH.	629	1	1
TRAVIS A.F.B., CALIF.	1304	5	11
TUCSON, ARIZONA	1138	1	2
TULSA, OKLAHOMA	653	1	6
TUPELO, MISSISSIPPI	926	1	1
TWIN FALLS, IDAHO	825	1	1
WASHINGTON, D. C.	1173	38	106
WATERLOO, IOWA	361	2	4
WATERLOO, N. D.	73	7	16
WAUSAU, WISCONSIN	439	1	1
WEST PALM BEACH, FLA.	1643	2	2
WICHITA, KANSAS	541	1	7
YAKIMA, WASHINGTON	1043	3	9
YANKTON, SOUTH DAKOTA	183	2	3
YOUNGSTOWN, OHIO	938	1	3
CITY TOTAL		1093	4050
ABERDEEN/HOUQUAN, WASHINGTON			
ANCHORAGE, ALASKA	1427	1	1
BEND/REDMOND, OREGON	231	1	1
CHARLESTON, S. C.	2486	1	1
CLEVELAND, OHIO	2102	1	1
DES MOINES, IOWA	1538	1	1
EGUENE, OREGON	200	1	2
FRESNO, CALIFORNIA	736	1	1
HONOLULU, OAHU, HAWAII	2594	1	1
IDAH0 FALLS, IDAHO	625	1	1
KETCHIKAN, ALASKA	688	1	1
KLAMATH FALLS, OREGON	350	2	3
LAS VEGAS, NEVADA	878	2	8
LOS ANGELES, CALIF.	945	1	1
MANHATTAN, KANSAS	1473	1	1
MEADOW, OREGON	322	1	1
MINNEAPOLIS, MINN.	1478	1	1
OAKLAND, CALIFORNIA	636	2	2
PASCO/KENNEWICK, WASH.	235	3	7
PHOENIX, ARIZONA	1124	1	1
POCATELLO, IDAHO	622	1	1
PORTLAND, OREGON	1115	6	24
RENO, NEVADA	557	1	1
SACRAMENTO, CALIF.	583	1	1
SALINAS, CALIFORNIA	723	1	3
SALT LAKE CITY, UTAH	733	2	3
SAN ANTONIO, TEXAS	1819	5	14
SAN FRANCISCO, CALIF.	640		

CITY PAIR		NUMBER OF PASSENGERS IN SAMPLE	
BASE CITY		OUTBOUND PLUS INBOUND	
REFERENCE CITY	NONSTOP MILEAGE	QUARTER	12 MONTHS
ABERDEEN/HOUQUAN, WASHINGTON CONT.			
SAN JOSE, CALIFORNIA	648		2
SANTA ANA, CALIFORNIA	971	1	1
SEATTLE, WASHINGTON	85	12	28
SIoux FALLS, S. D.	1340	1	1
SPOKANE, WASHINGTON	304	1	1
STOCKTON, CALIFORNIA	641	1	1
TUCSON, ARIZONA	1233	3	3
TWIN FALLS, IDAHO	558	1	1
YAKIMA, WASHINGTON	164		1
CITY TOTAL		43	124
ABILENE, TEXAS			
AKRON/CANTON, OHIO	1167		5
ALAMOSA, COLORADO	492		1
ALBANY, NEW YORK	1580	2	17
ALBUQUERQUE, N. MEX.	437	23	82
ALEXANDRIA, LA.	1457	3	6
ALLEN, TEXAS	225	5	27
ANCHORAGE, ALASKA	2985	3	10
ANDERSON, S. C.	990		1
ANNETTE, ALASKA	2197	2	2
ANNISTON, ALABAMA	806		1
APPLE VALLEY, CALIF.	1021		3
ASHEVILLE, N. C.	1005		1
ASPEN, COLORADO	618		1
ATLANTA, GEORGIA	889	29	126
ATLANTIC CITY, N. J.	1486		1
AUGUSTA, GEORGIA	1031	3	7
AUSTIN, TEXAS	188	29	131
BAKERSFIELD, CALIF.	1130		29
BALTIMORE, MARYLAND	1369	16	1
BANGOR, MAINE	1860		4
BATON ROUGE, LA.	520	12	44
BEAUMONT, TEXAS	376	2	3
BILLINGS, MONTANA	1037		28
BIRMINGHAM, ALABAMA	755		3
BISMARCK/NANDAN, N.D.	992		1
BLOOMINGTON, ILLINOIS	816		2
BOISE, IDAHO	1181		52
BOSTON, MASSACHUSETTS	1710	5	3
BRISTOL, TENNESSEE	1024		2
BRUNSWICK, GEORGIA	1075		18
BUFFALO, NEW YORK	1352	1	1
CAPE GIRARDEAU, MO.	663		1
CARLSBAD, NEW MEXICO	248		1
CASPER, WYOMING	812		1
CEAR RAPIDS, IOWA	786		10
CHAMPAIGN/URBANA, ILL.	824		19
CHARLESTON, S. C.	1144	3	4
CHARLESTON, N. C.	1098	11	24
CHARLOTTE, N. C.	1094		2
CHARLOTTESVILLE, VA.	1260		1
CHATTANOOGA, TENN.	852		49
CHICAGO, ILLINOIS	924		7
CINCINNATI, OHIO	958		34
CLARKSVILLE, TENN.	757		1
CLEAR LAKE CITY, TEX.	334		40
CLEVELAND, OHIO	1168	11	8
CLOVIS, NEW MEXICO	240		1
COLLEGE STATION, TEX.	233		1
COLORADO SPRINGS, COLO.	523		1
COLUMBIA, S. C.	1080		1
COLUMBUS, GEORGIA	861		5
COLUMBUS, MISSISSIPPI	648		3
COLUMBUS, OHIO	1072		22

Table 10

DOMESTIC CITY-PAIR SUMMARY BY ON-LINE ORIGIN AND DESTINATION
NUMBER OF PASSENGERS AND PASSENGER-MILES BY CARRIER DIFFERENTIATED BETWEEN WHOLLY ON-LINE LOCAL TRAVEL AND
ON-LINE PORTION OF CONNECTING INTERLINE TRAVEL, NONSTOP MILEAGE, AND PERCENT DISTRIBUTION OF TOTAL PASSENGERS BY CARRIER

TEN-PERCENT SAMPLE FOR THE QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972

ON LINE CITY PAIR		NUMBER OF PASSENGERS IN SAMPLE										PERCENT DISTRIBUTION OF TOTAL PASS. OUTBOUND				NUMBER OF PASSENGER-MILES IN SAMPLE, OUTBOUND PLUS INBOUND			
BASE CITY	CARRIER	QUARTER OUTBOUND PLUS INBOUND		OUTBOUND FROM BASE		OUTBOUND PLUS INBOUND		CON. INBOUND		TOTAL	QTR	12 MOS	LOCAL	TOTAL	LOCAL	TOTAL	LOCAL	TOTAL	
		LOCAL	TOTAL	LOCAL	TOTAL	LOCAL	TOTAL	LOCAL	TOTAL										
ABERDEEN, SOUTH DAKOTA																			
ABERDEEN, MINNESOTA	219 NC		2	2	3	3	6	6	100	100		912	912	2736	2736				
BENTON HARBOR, MICH.	642 NC				1	1	1	1	100	100				693	693				
BISMARCK/MANDAN, N.D.	144 NC		16	51	35	109	77	146	223	100	100	2304	7344	11088	32112				
BOSTON, MASSACHUSETTS	1178 UK		1	1	1	1	1	1	1	100	100	1381	1381	1381	1381				
BROOKINGS, S. D.	112 NC				1	1	1	1	1	100	100			204	204				
CHICAGO, ILLINOIS	588 NC		39	44	43	61	92	33	125	100	100	23348	26378	55390	75207				
CHISHOLM, MINNESOTA	298 NC				2	2	3	3	3	100	100			1293	1293				
CINCINNATI, OHIO	831 NC								1	1	100	100			892	892			
CLEVELAND, OHIO	880 NC								1	1	100	100			1188	1188			
COLUMBUS, GEORGIA	1147 UK				1	2	3	3	3	100	100			2644	2644				
COLUMBUS, OHIO	874 NC								1	1	100	100			5824	5824			
DALLAS/FT. WORTH, TEX.	875 UK		4	4	5	5	7	7	1	20	100	100	3328	3328	11008	22408			
DAYTON, OHIO	618 NC		8	14	20	24	24	4	28	100	100	7208	7850	16485	17269				
DENVER, COLORADO	512 NC		10	10	15	15	21	1	22	100	100	7850	8401	16485	17269				
DETROIT, MICHIGAN	790 NC		1	1	6	6	12	1	12	100	100	401	401	4753	4753				
JULIUS, MINNESOTA	314 NC				3	3	3	3	1	4	100	100			1443	1443			
LAUREL, MISSOURI	341 NC				3	3	3	3	1	3	75				1443	1443			
FAIRMONT, MINNESOTA	433 NC				1	1	2	2	1	2	100	100			540	540			
FARGO, NORTH DAKOTA	127 NC				3	3	3	3	3	3	100	100			1065	1065			
GRAND FORKS, N. D.	182 NC				3	3	3	3	3	3	100	100			849	849			
GRAND RAPIDS, MICH.	664 NC		2	2	6	6	10	10	10	100	100	1348	1348	6299	6299				
GREEN BAY, WISCONSIN	509 NC				4	4	7	7	1	9	100	100	1527	1527	3711	3711			
HOUSTON, TEXAS	1092 UK		3	3	4	4	7	7	1	10	100	100			148	148			
HUMPHREY, SOUTH DAKOTA	74 NC				2	2	2	2	2	2	100	100	533	533	533	533			
INTERNATIONAL FALLS	320 NC		1	1	1	1	2	2	1	2	100	100	738	738	2894	2894			
KALAMAZOO, MICHIGAN	680 "				3	3	4	4	112	212	100	100	9119	22562	44014	101747			
KANSAS CITY, MISSOURI	479 NC		19	47	44	106	100	9	212	100	100	1508	1508	3385	3385				
LA CROSSE, WISCONSIN	369 NC		4	4	3	3	9	9	8	8	100	100	485	485	2903	2903			
LANSING, MICHIGAN	711 NC		1	1	3	3	3	3	6	6	100	100	616	616	1959	1959			
MADISON, WISCONSIN	478 NC		2	2	1	1	2	2	3	3	100	100	1108	1658	29941	30511			
MANITO, MINNESOTA	237 NC				2	2	2	2	1	54	100	100	64198	121557	240436	463234			
MARQUETTE, MICHIGAN	528 NC		238	460	44	880	910	865	1775	100	100	64198	121043	240436	462206				
MILWAUKEE, WISCONSIN	550 NC		238	458	442	879	910	861	1771	100	100	64198	121043	240436	463206				
MINNEAPOLIS, MINN.	257 NC				25	27	49	6	55	100	100	3081	3318	11413	13025				
MINOT, NORTH DAKOTA	237 NC		13	14	25	27	49	6	55	100	100	3081	3318	11413	13025				
MITCHELL, S. D.	117 NC		2	2	4	4	6	6	6	6	100	100	234	234	4132	4132			
NEW YORK, NEW YORK	1273 NC		1	1	3	3	3	3	3	3	100	100	1277	1277	1277	1277			
NORFOLK, NEBRASKA	244 NC				2	2	2	2	2	2	100	100			540	540			
OMAHA, NEBRASKA	314 NC		41	57	62	78	136	38	174	100	100	12923	18181	43071	54960				
PIERRE, SOUTH DAKOTA	118 NC		28	32	70	79	128	15	143	100	100	3304	3776	15104	16874				
RAPID CITY, S. D.	248 NC		96	147	141	248	287	214	501	100	100	23810	36446	71186	124258				
RHINELANDER, WIS.	441 NC				9	9	26	1	26	100	100	2944	2944	1020	1020				
ROCHESTER, MINNESOTA	311 NC		8	8	9	9	26	1	1	100	100			9568	9568				
SAGINAW/BAY CITY, MICH.	720 NC								1	1	100	100			883	883			
SAN FRANCISCO, CALIF.	1345 UK		20	24	22	28	54	29	83	100	100	5228	6173	13184	19982				
SIoux FALLS, S. D.	194 NC		119	164	185	290	382	153	535	99	100	18339	25269	58841	82403				
SPOKANE, WASHINGTON	921 UK		119	163	185	290	382	151	533	99	100	18339	25115	58841	82095				
TRAVERSE CITY, MICH.	629 NC				1	1	1	1	2	2	100	100			935	935			
WATERLOO, S. D.	73 NC		7	7	5	5	16	16	16	16	100	100	511	511	1615	1615			
WAUSAU, WISCONSIN	439 NC		3	3	1	1	1	1	7	7	100	100	1296	1296	3024	3024			
YANKTON, SOUTH DAKOTA	183 NC		2	2	5	5	9	9	9	9	100	100	421	421	1891	1891			
CITY TOTAL			694	1110	1223	2067	2489	1622	4111			201248	311000	718845	1142706				
ABERDEEN/HOQUIAM, WASHINGTON																			
BEND/REDMOND, OREGON	231 RW		1	1	1	1	1	2	2	2	100	100	221	221	442	442			
EUGENE, OREGON	200 RW				1	1	1	1	1	1	100	100	690	690	690	690			
IDAHO FALLS, IDAHO	625 RW				1	1	1	2	2	2	100	100			712	712			
KLAMATH FALLS, OREGON	350 RW				1	1	2	2	2	2	100	100			1754	1754			
LAS VEGAS, NEVADA	878 RW						1	1	1	1	100	100			322	322			
MEDFORD, OREGON	322 RW				1	1	7	7	7	7	100	100	867	867	2023	2023			
PASCO/KENNEWICK, WASH.	235 RW		3	3	1	1	1	1	1	1	100	100	690	1150	2760	5290			
POCATELLO, IDAHO	622 RW				15	24	24	22	46	100	100	690	1150	2760	5175				
PORTLAND, OREGON	115 RW		6	10	15	24	24	21	45	100	98			115	115				
SALINAS, CALIFORNIA	723 RW				1	1	1	1	1	1	100	100	1490	1490	742	742			
SALT LAKE CITY, UTAH	733 RW		2	2	1	1	2	4	2	2	100	100	665	1382	2640	4042			
SAN FRANCISCO, CALIF.	640 RW		1	2	1	2	4	2	2	2	100	100			1348	1348			
SAN JOSE, CALIFORNIA	668 RW				1	1	1	1	1	1	100	100	974	974	974	974			
SANTA ANA, CALIFORNIA	971 RW		1	4	14	21	28	13	41	100	100	996	1142	2324	3403				
SEATTLE, WASHINGTON	85 RW		12	14	14	1	1	1	2	2	100	100	306	306	2596	2596			
SPOKANE, WASHINGTON	304 RW		1	1	1	1	1	2	2	2	100	100	597	597	597	597			
TUCSON, ARIZONA	1213 RW				1	1	1	1	1	1	100	100			235	235			
TWIN FALLS, IDAHO	558 RW		1	1	1	1	1	1	1	1	100	100							
YAKIMA, WASHINGTON	164 RW												7496	8839	22896	27887			
CITY TOTAL			29	36	42	59	84	37	121			7496	8839	22896	27887				
ABILENE, TEXAS																			
ALBUQUERQUE, N. MEX.	437 TT		22	22	41	41	76	3	79	100	100	11480	11917	37888	39199				
AMARILLO, TEXAS	225 TT		1	1	2	2	3	1	4	1	1	259	259	1241	1241				
ATLANTA, GEORGIA	889 UK				1	1	1	1	1	1	100	100	8117	8468	34930	36522			
AUSTIN, TEXAS	188 TT		28	29	49	52	116	5	121	100	100								

Table 11 SUMMARY OF DOMESTIC TRAFFIC BETWEEN CITIES
(Based on directional origin-destination)

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BASE STATION CHICAGO, ILLINOIS
TEN-PERCENT SAMPLE FOR THE QUARTER AND 12 MONTHS ENDED MARCH 31, 1974

ORIGINAL PAGE IS
OF POOR QUALITY

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CITY PAIR	NUMBER OF PASSENGERS IN SAMPLE					AVERAGE MILEAGE		NUMBER OF PASSENGER-MILES IN SAMPLE, OUTBOUND+INBOUND		TRAFFIC IN CITY PAIR GENERATED BY EACH CITY IN THE PAIR, 12 MONTH SAMPLE AMOUNTS			
	QUARTER		12 MONTHS							NUMBER OF DIRECTIONAL JOURNEYS IN THE CITY PAIR FROM TICKETS ORIGINATING AT		NUMBER OF PASSENGER-MILES IN THE CITY PAIR FROM TICKETS ORIGINATING AT	
	OUTBOUND FROM BASE	OUTBOUND PLUS INBOUND	OUTBOUND FROM BASE	OUTBOUND PLUS INBOUND		QTR	12 MOS	QUARTER	12 MONTHS	BASE CITY	REFERENCE CITY	BASE CITY	REFERENCE CITY
				NUMBER	AVERAGE PER DAY								
ASPER, COLORADO	223	451	425	863	2.4	1027	1023	463146	882590	689	101	705653	102974
ATLANTA, GEORGIA	17	33	52	111	.3	672	672	22164	74608	55	56	36952	37656
ATLANTA, GEORGIA	3200	6321	13390	26566	72.8	634	630	4005502	16741685	14643	11075	9303325	6855584
ATLANTIC CITY, N. J.	37	73	153	309	.8	738	745	53892	230104	241	61	178039	46770
AUGUSTA, GEORGIA	137	281	622	1320	3.6	744	741	208992	977603	612	687	446144	516451
AUGUSTA, MAINE	3	6	41	74	.2	1020	1028	6122	76067	47	24	48141	24872
AUSTIN, TEXAS	237	475	1041	2088	5.7	994	993	472374	2073711	927	1081	914458	1076951
BALTIMORE, CALIF.	38	76	139	256	.7	1862	1886	141546	482927	118	129	221192	245015
BALTIMORE, MARYLAND	1453	2811	6872	13486	36.9	630	629	1770507	8486363	5960	7174	3755602	4505284
BANGOR, MAINE	42	88	253	549	1.5	1087	1056	95644	579689	267	275	281031	291017
BAN HARBOR, MAINE	1	1	10	18	*	999	1075	999	19343	11	3	11920	3189
BARTONSVILLE, OKLA	1	2	7	12	*	592	634	1184	7602	4	2	2369	1185
BATON ROUGE, LA.	102	210	515	1027	2.8	945	901	198498	924950	468	534	421565	480558
BATTLE CREEK, MICH	3	3	4	5	*	152	154	455	772	3		496	
BEAUFORT, N. C.	1	1	6	13	*	826	830	826	10792	7	6	3518	4974
BEAUFORT, TEXAS	33	66	169	341	.9	1038	1054	68506	359479	172	160	180306	168819
BEIDIST, W. VA.	8	20	30	75	.2	494	480	9873	35981	38	36	18419	17086
BELLINGHAM, WASH.	1	2	7	12	*	1814	1807	3628	21687	7	4	12695	7256
BELLEVILLE, ILLINOIS	20	43	89	175	.5	73	74	3149	12870	91	77	6718	5621
BEMIDJI, MINNESOTA	18	36	163	343	.9	534	534	19238	183072	200	142	106485	76073
BEND/REDMOND, OREGON	1	1	5	7	*	1855	1902	1855	13311	4		7512	
BENTON HARBOR, MICH.	115	225	443	929	2.5	77	77	17301	71671	406	483	31490	37191
BIG SPRING, TEXAS	4	7	10	23	.1	1066	1068	7461	24560	6	16	6397	17095
BILLINGS, MONTANA	80	164	499	951	2.6	1108	1113	181731	1058541	477	401	531555	443856
BIRMINGHAM, NEW YORK	81	184	445	959	2.6	641	637	117956	610803	391	552	249545	349933
BIRMINGHAM, ALABAMA	573	1164	2807	5720	15.7	620	620	721854	3547479	2591	3049	1604043	1894202
BIRMINGHAM/MANDAN, N.D.	81	157	314	629	1.7	752	745	117998	468421	285	327	209669	246457
BIRMINGHAM, ILLINOIS	61	120	188	335	.9	117	117	14019	39159	191	119	22323	13923
BIRMINGHAM, INDIANA	119	223	413	823	2.3	208	208	46382	171395	326	461	67949	96098
BLYTHE, CALIFORNIA	1	1	1	2	*	2067	1835	2067	3670	1	1	2067	1603
BLOOM, IDAHO	125	278	606	1271	3.5	1533	1501	426249	1907744	548	637	816528	961283
BOSTON, MASSACHUSETTS	4142	8324	19154	38252	104.8	875	875	7287588	33457733	17263	20059	15102406	17524626
BUTEMAN, MONTANA	23	49	111	234	.6	1311	1262	64245	295324	128	94	157253	121416
BRADFORD, PENNA.	14	30	79	151	.4	554	547	16616	82601	67	80	35759	44572
BRAINERD, MINNESOTA	18	34	113	234	.6	470	463	15970	108429	137	94	63159	44041
BREMERTON, WASHINGTON	3	3	19	19	.1	1745	2304	5236	43772	19		43772	
BRIDGEPORT, CONN.	1	4	2	8	*	803	858	3213	6861	5	3	4217	2644
BRIDGEMAN CITY, UTAH			2	2	*		1244		2488	1		1244	
BRISTOL, TENNESSEE	140	276	571	1164	3.2	514	524	141929	609395	558	593	292164	309941
BROOKINGS, S. D.	5	6	13	24	.1	551	552	3304	13254	10	12	3352	6878
BROWNVILLE, TEXAS	139	272	369	727	2.0	1247	1253	339211	911029	526	183	657839	229644
BROWNSVILLE, TEXAS	3	4	12	17	*	940	941	3758	16004	10	7	9412	6592
BULFLORE, GEORGIA	37	70	128	269	.7	847	858	80240	211735	193	51	164335	45153

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Table 12 DOMESTIC TRAFFIC BETWEEN CITIES BY ROUTING
(Based on directional origin-destination)

CHICAGO, ILLINOIS

TEN-PERCENT SAMPLE FOR THE QUARTER AND 12 MONTHS ENDED MARCH 31, 1974

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NUMBER OF PASSENGERS IN SAMPLE								CITY PAIR: BASE CITY: REFERENCE CITY ROUTING	MILE-AGE	NUMBER OF PASSENGER-MILES IN SAMPLE OUTBOUND PLUS INBOUND	
PART OF INTERNATIONAL JOURNEY				ALL ROUTINGS						QUARTER	12 MONTHS
QUARTER		12 MONTHS		QUARTER		12 MONTHS					
OUT-BOUND FROM BASE	OUT-BOUND PLUS IN-BOUND	OUT-BOUND FROM BASE	OUT-BOUND PLUS IN-BOUND	OUT-BOUND FROM BASE	OUT-BOUND PLUS IN-BOUND	OUT-BOUND FROM BASE	OUT-BOUND PLUS IN-BOUND				
CHICAGO, ILLINOIS--GRAND FORKS, N. D.											
	1	4	53	98	219	402	ORD NC GFK	613	60074	245425	
	7	8	8	9	18	26	CHI NC GFK	623	5607	16198	
			2	2	5	8	ORD NC MSP NC GFK	618	1236	4966	
					1	1	ORD NC MSP NC MSP NC GFK	620		627	
					1	1	ORD NC MKE NC MSP NC GFK	647		647	
			13	109	243	438	NC, TOTAL ON LINE		66917	268335	
			14	30	40	86	ORD NW GFK	613	18390	52718	
			7	28	87	181	CHI NW GFK	623	17444	17275	
			1	1	1	1	ORD NW MKE NW GFK	634	634	634	
					3	8	MOW NW MSP NW GFK	633		3798	
			3	7	19	27	ORD NW MSP NW GFK	618	4326	16686	
			2	13	34	30	CHI NW MSP NW GFK	628	8164	31410	
					1	1	ORD NW RST NW MSP NW GFK	626		626	
			14	79	184	352	NW, TOTAL ON LINE		46958	218627	
					1	1	ORD UK GFK	613		613	
					1	1	UK, TOTAL ON LINE			613	
					1	1	ORD NC MSP NW GFK	618		618	
					2	2	ORD NW FAR NC GFK	629		1258	
					2	2	ORD NW MSP NC GFK	618		1236	
					3	3	CHI NW MSP NC GFK	628	628	1884	
					1	1	ORD OZ FSD NC GFK	765		765	
					1	1	MOW UA MSP NC GFK	633		633	
					1	1	ORD UA MSP NC GFK	618	618	618	
					3	3	ORD UA MSP NW GFK	618	618	3090	
					1	1	ORD UA OMA NC GFK	880	880	2640	
					1	1	ORD UA PIT UK GFK	1397		1397	
					1	1	CHI AL IND AL CHI NW GFK	957		957	
					1	1	ORD BN MCI BN MSP NC GFK	1082		1082	
					2	2	ORD DL CVG DL ORD NC GFK	1143		2286	
					1	1	ORD NW MSP NW FAR NC GFK	630		630	
					1	1	CHI TM PIT NW MSP NW GFK	1414		1414	
					2	2	CHI DL EVV AL IND AL CHI NW GFK	1190		2380	
					1	1	ORD UA MSP NC BRD NC MSP NW GFK	844		844	
					1	1	ORD NC FSD WA RAP FL BIS NW FAR NC GFK	1258		1258	
					30	30	INTERLINE TOTAL		2744	24990	
					821	821	CITY-PAIR TOTAL		118619	413065	
INBOUND PASSENGERS AND PASSENGER-MILES BY CARRIER											
							NC	NW	OZ	TM	UA
							112	81			3
							459	372	1	1	12
							67949	49586			1084
							275342	227050	462	404	4348
											1597

TABLE 13

BASE STATION -- CHICAGO, ILLINOIS

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TEN-PERCENT SAMPLE FOR QUARTER AND 12 MONTHS ENDED MARCH 31, 1974

MARKET									
BASE CITY		REFERENCE CITY (NONSTOP MILEAGE)						NUMBER OF PASSENGER-MILES IN SAMPLE, OUTBOUND PLUS INBOUND	
CARRIER	FARES	NUMBER OF PASSENGERS IN SAMPLE							
		QUARTER			12 MONTHS				
		OUTBOUND FROM BASE CITY	OUTBOUND PLUS INBOUND		OUTBOUND FROM BASE CITY	OUTBOUND PLUS INBOUND			
			LOCAL	TOTAL		LOCAL	TOTAL	QUARTER	12 MONTHS
UK M					1		1		778
UK Y					1		1		778
TOTAL					2		2		1556
CHICAGO, ILLINOIS--CHAMPAIGN/URBANA, ILL. (130 MILES)-----									
OZ F	25	1	38	397	146	665	5144	90084	
OZ FD				6	9	11		1490	
OZ FP	2		4	27	8	51	544	6918	
OZ H	94	38	189	305	156	629	25638	85250	
OZ PA				1		1		136	
OZ UK	92	3	133	234	18	374	18022	50545	
OZ Y	1054	469	2081	2975	1131	5966	282254	808706	
OZ YD	22	26	44	75	90	153	5984	20784	
OZ YE	3		3	11		16	408	2146	
OZ YN				1		1		136	
OZ YP	103	49	239	368	124	803	32486	108998	
OZ Z	26	19	47	145	103	291	6374	39528	
TOTAL	1421	605	2778	4545	1785	8961	376854	1214721	
UK F				4		5		662	
UK M	1		1	4		4	136	538	
UK UK	8		11	48	2	77	1496	10411	
UK Y	6		7	35	2	41	922	5510	
UK YD				3		4		526	
UK YP				2		2		260	
TOTAL	15		19	96	4	133	2554	17907	
ALL CARRIERS									
F	25	1	38	401	146	670	5144	90746	
FD				6	9	11		1490	
FP	2		4	27	8	51	544	6918	
H	95	38	190	309	156	633	25774	85788	
PA				1		1		136	
UK	100	3	144	282	20	451	19518	60956	
Y	1060	469	2088	3010	1133	6007	283176	814216	
YD	22	26	44	78	90	157	5984	21310	
YE	3		3	11		16	408	2146	
YN				1		1		136	
YP	103	49	239	370	124	805	32486	108998	
Z	26	19	47	145	103	291	6374	39528	
TOTAL	1436	605	2797	4641	1789	8961	379408	1232628	
CHICAGO, ILLINOIS--CHARLESTON, S. C. (50 MILES)-----									
OZ F	2		2	22	22	35	1522	24996	

Description of Service Segment Data Bank*

Service Segment Data (ER-586)

Coverage: Approximately 40,000 records per month, July 1970-June 1974, for the world by region, country, city, and airport.

Status: Copied.

This file is created under authority of Economic Regulation ER-586 (amendment to part 241, Uniform System of Accounts and Reports of the CAB). The data are issued monthly and then combined at the end of each year.

There is one record for each pair of cities served by each flight of each U.S. airline. Information includes totals of passenger and cargo-ton enplanements and deplanements, class of service, classification of cargo, airplane type, number of revenue and nonrevenue passengers, number of seats and tons of capacity available, actual versus planned flights, aircraft, and miles flown. In addition, all points served by this flight, after this city pair, are listed along with the numbers of passengers and amount of cargo deplaning at each of these points (the deplaning figures are only for those emplaning at the first city of the original pair of the record). The statistics are monthly totals.

Restrictions: Data involving domestic segments are restricted for 1 year following the close of the calendar year for which it was reported. Data involving international segments are restricted indefinitely. Requests for access to restricted information should be directed to: Chief, Statistical Data Division, Bureau of Accounts and Statistics, Civil Aeronautics Board, Washington, D.C. 20428.

Order number: 373-179(G)

*United States Archives and Records Service, Catalog of Machine-Readable Records in the National Archives of the United States (Washington, D.C. 1975), pp. 11-13.

SPECIMEN OF SERVICE SEGMENT DATA

LIMITED INFORMATION

BOSTON, MASSACHUSETTS -- BUFFALO, NEW YORK 396 MILES ALLEGHENY AIRLINES DOMESTIC DEC 1972
 BOS - BUF
 FLIGHT 0537 1ST SEGMENT FIRST CLASS SERVICE 8-1-11-200

SUBSIDY INELIGIBLE

REVENUE PASS ENPLANED		REVENUE PASS TRANSPORTED		PASSENGER LOAD FACTORS	
FIRST CLASS	111	20	FIRST CLASS	131	20
COACH	112		COACH	132	
TOTAL	110	20	TOTAL	130	20
					27.03 PCT
					27.03 PCT

REVENUE CARGO ENPLANED (LBS)		REV TONS TRANSPORTED (LBS)		OVER-ALL REV LOAD FACTOR	
MAIL PRIORITY	213	95	PASSENGER	231	4,000
MAIL NONPRI	214	241	MAIL PRIORITY	233	95
MAIL FOREIGN	215		MAIL NONPRI	234	241
EXPRESS	216		MAIL FOREIGN	235	
FREIGHT	217	889	EXPRESS	236	889
TOTAL CARGO	210	1,225	FREIGHT	237	5,225
			TOTAL TONS	230	
					31.67 PCT
					20.00
					5,225

NONREV TRAFFIC TRANSPORTED		AVAILABLE CAPACITY		REVENUE MILES FLOWN	
PASSENGERS	150	13	FIRST CL SEATS	311	74
CARGO (LBS)	250	2,600	COACH SEATS	312	74
			TOTAL SEATS	310	74
			PAYLOAD (LBS)	270	16,500
REVENUE DEPARTURES		REV MILES SCH		REVENUE DEPARTURES PERFORMED	
SCHEDULED	520		430	SCHEDULED	511
COMPLETED	521			EXTRA SECTION	512
					1

NUMBER OF PASSENGERS AND POUNDS OF CARGO DEPLANED						
STATION CODE	PASSENGERS FIRST (111)	PASSENGERS COACH (112)	PRIORITY MAIL (213)	NONPRIORITY MAIL (214)	FOREIGN MAIL (215)	FREIGHT (217)
1 BUF	16		65	241		443
2 CLE	4		30			446
3 CMH						
4 IND						

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LIMITED INFORMATION

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SYRACUSE, NEW YORK -- BUFFALO, NEW YORK 134 MILES ALLEGHENY AIRLINES DOMESTIC DEC 1972
 SYR - BUF
 FLIGHT 0537 2ND SEGMENT FIRST CLASS SERVICE 8-1-11-200

SUBSIDY ELIGIBLE

REVENUE PASS ENPLANED			REVENUE PASS TRANSPORTED			PASSENGER LOAD FACTORS	
FIRST CLASS	111	954	FIRST CLASS	131	1,322	FIRST CLASS	77.67 PCT
COACH	112		COACH	132		COACH	PCT
TOTAL	110	954	TOTAL	130	1,322	TOTAL	77.67 PCT
REVENUE CARGO ENPLANED (LBS)			REV TONS TRANSPORTED (LBS)			OVER-ALL REV LOAD FACTOR	
MAIL PRIORITY	213	2,928	PASSENGER	231	264,400	AVG PASSENGER LOAD	74.78 PCT
MAIL NONPRI	214	3,342	MAIL PRIORITY	233	3,031	AVG PASSENGER LOAD	57.48
MAIL FOREIGN	215		MAIL NONPRI	234	3,728	AVG REVENUE LOAD (LBS)	12,338
EXPRESS	216	2,200	MAIL FOREIGN	235		REVENUE AIRCRAFT HOURS (MIN)	
FREIGHT	217	4,484	EXPRESS	236	2,278	AIRBORNE	610
TOTAL CARGO	210	12,954	FREIGHT	237	10,341	RAMP TO RAMP	630
			TOTAL TONS	230	283,778	PERCENTAGE	127.02 PCT
NONREV TRAFFIC TRANSPORTED			AVAILABLE CAPACITY			REVENUE MILES FLOWN	
PASSENGERS	150	12	FIRST CL SEATS	311	1,702	SCHEDULED	411
CARGO (LBS)	250	3,940	COACH SEATS	312		EXTRA SECTION	412
			TOTAL SEATS	310	1,702	REVENUE DEPARTURES PERFORMED	
			PAYLOAD (LBS)	270	379,500	SCHEDULED	511
REVENUE DEPARTURES			REV MILES SCH			EXTRA SECTION	
SCHEDULED	520	31		430	4,020		23
COMPLETED	521	23					
NUMBER OF PASSENGERS AND POUNDS OF CARGO DEPLANED							
STATION CODE	PASSENGERS FIRST (111)	PASSENGERS COACH (112)	PRIORITY MAIL (213)	NONPRIORITY MAIL (214)	FOREIGN MAIL (215)	EXPRESS (216)	FREIGHT (217)
1 BUF	558		1,399	1,258		1,608	1,008
2 CLE	272		365	1,598		223	1,017
3 CMH	73		230	105		25	374
4 IND	45		919	381		337	2,085
5 ERI	6		15			7	

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L I M I T E D I N F O R M A T I O N

SYRACUSE, NEW YORK -- PITTSBURGH, PENNA. 279 MILES ALLEGHENY AIRLINES DOMESTIC DEC 1972
 SYR - PIT
 FLIGHT 0537 2ND SEGMENT FIRST CLASS SERVICE B-1-11-200

SUBSIDY ELIGIBLE

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OF POOR QUALITY

VENUE PASS ENPLANED			REVENUE PASS TRANSPORTED			PASSENGER LOAD FACTORS	
FIRST CLASS	111	26	FIRST CLASS	131	26	FIRST CLASS	35.14 PCT
COACH	112		COACH	132		COACH	PCT
TOTAL	110	26	TOTAL	130	26	TOTAL	35.14 PCT
REVENUE CARGO ENPLANED (LBS)			REV TONS TRANSPORTED (LBS)			OVER-ALL REV LOAD FACTOR	
MAIL PRIORITY	213		PASSENGER	231	5,200	OVER-ALL REV LOAD FACTOR	31.52 PCT
MAIL NONPRI	214		MAIL PRIORITY	233		AVG PASSENGER LOAD	26.00
MAIL FOREIGN	215		MAIL NONPRI	234		AVG REVENUE LOAD (LBS)	5,200
EXPRESS	216		MAIL FOREIGN	235		REVENUE AIRCRAFT HOURS (MIN)	
FREIGHT	217		EXPRESS	236		AIRBORNE	610 49
TOTAL CARGO	210		FREIGHT	237		RAMP TO RAMP	630 64
			TOTAL TONS	230	5,200	PERCENTAGE	130.61 PCT
NONREV. TRAFFIC TRANSPORTED			AVAILABLE CAPACITY			REVENUE MILES FLOWN	
PASSENGERS	150		FIRST CL SEATS	311	74	SCHEDULED	411 279
CARGO (LBS)	250		COACH SEATS	312		EXTRA SECTION	412
			TOTAL SEATS	310	74	REVENUE DEPARTURES PERFORMED	
REVENUE DEPARTURES			PAYLOAD (LBS)	270	16,500	SCHEDULED	511 1
SCHEDULED	520		REV MILES SCH	430		EXTRA SECTION	512
COMPLETED	521						

N U M B E R O F P A S S E N G E R S A N D P O U N D S O F C A R G O D E P L A N E D

STATION CODE	PASSENGERS FIRST (111)	PASSENGERS COACH (112)	PRIORITY MAIL (213)	NONPRIORITY MAIL (214)	FOREIGN MAIL (215)	EXPRESS (216)	FREIGHT (217)
1 PIT	20						
2 CMH	2						
3 IND	4						

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F. O. R. I N T E R N A L U S E O N L Y

LIMITED INFORMATION

C-26

BUFFALO, NEW YORK -- ERIE, PENNSYLVANIA 95 MILES ALLEGHENY AIRLINES DOMESTIC DEC 1972
 BUF - ERI
 FLIGHT 0537 3RD SEGMENT FIRST CLASS SERVICE B-1-11-200

SUBSIDY ELIGIBLE

REVENUE PASS ENPLANED			REVENUE PASS TRANSPORTED			PASSENGER LOAD FACTORS		
FIRST CLASS	111	25	FIRST CLASS	131	25	FIRST CLASS		33.78 PCT
COACH	112		COACH	132		COACH		PCT
TOTAL	110	25	TOTAL	130	25	TOTAL		33.78 PCT

REVENUE CARGO ENPLANED (LBS)			REV TONS TRANSPORTED (LBS)			OVER-ALL REV LOAD FACTOR		
MAIL PRIORITY	213	190	PASSENGER	231	5,000	AVG PASSENGER LOAD		32.87 PCT
MAIL NONPRI	214		MAIL PRIORITY	233	190	AVG PASSENGER LOAD		25.00
MAIL FOREIGN	215		MAIL NONPRI	234		AVG REVENUE LOAD (LBS)		5,424
EXPRESS	216		MAIL FOREIGN	235		REVENUE AIRCRAFT HOURS (MIN)		
FREIGHT	217	234	EXPRESS	236	234	AIRBORNE	610	79
TOTAL CARGO	210	424	FREIGHT	237	5,424	RAMP TO RAMP	630	86
			TOTAL TONS	230		PERCENTAGE		108.86 PCT

NONREV. TRAFFIC TRANSPORTED			AVAILABLE CAPACITY			REVENUE MILES FLOWN		
PASSENGERS	150		FIRST CL SEATS	311	74	SCHEDULED	411	95
CARGO (LBS)	230		COACH SEATS	312		EXTRA SECTION	412	
			TOTAL SEATS	310	74	REVENUE DEPARTURES PERFORMED		
REVENUE DEPARTURES			PAYLOAD (LBS)	270	16,500	SCHEDULED	511	1
SCHEDULED	520		REV MILES SCH	430		EXTRA SECTION	512	
COMPLETED	521							

NUMBER OF PASSENGERS AND POUNDS OF CARGO DEPLANED							
STATION CODE	PASSENGERS FIRST (111)	PASSENGERS COACH (112)	PRIORITY MAIL (213)	NONPRIORITY MAIL (214)	FOREIGN MAIL (215)	EXPRESS (216)	FREIGHT (217)
1 ERI	25		190				234

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BUFFALO, NEW YORK -- CLEVELAND, OHIO 191 MILES ALLEGHENY AIRLINES DOMESTIC DEC 1972
 BUF - CLE
 FLIGHT 0537 3RD SEGMENT FIRST CLASS SERVICE B-1-11-200

SUBSIDY INELIGIBLE

REVENUE PASS ENPLANED		REVENUE PASS TRANSPORTED		PASSENGER LOAD FACTORS	
FIRST CLASS 111	491	FIRST CLASS 131	1,068	FIRST CLASS	62.75 PCT
COACH 112		COACH 132		COACH	PCT
TOTAL 110	491	TOTAL 130	1,068	TOTAL	62.75 PCT

REVENUE CARGO ENPLANED (LBS)		REV TONS TRANSPORTED (LBS)		OVER-ALL REV LOAD FACTOR	63.41 PCT
MAIL PRIORITY 213	3,351	PASSENGER 231	213,600	AVG PASSENGER LOAD	46.43
MAIL NONPRI 214	168	MAIL PRIORITY 233	4,999	AVG REVENUE LOAD (LBS)	10,463
MAIL FOREIGN 215		MAIL NONPRI 234	2,638		
EXPRESS 216	596	MAIL FOREIGN 235		REVENUE AIRCRAFT HOURS (MIN)	
FREIGHT 217	8,916	EXPRESS 236	1,266	AIRBORNE 610	953
TOTAL CARGO 210	13,031	FREIGHT 237	18,135	RAMP TO RAMP 630	1,170
		TOTAL TONS 230	240,638	PERCENTAGE	122.77 PCT

NONREV TRAFFIC TRANSPORTED		AVAILABLE CAPACITY		REVENUE MILES FLOWN	
PASSENGERS 150	11	FIRST CL SEATS 311	1,702	SCHEDULED 411	4,393
CARGO (LBS) 250	3,265	COACH SEATS 312		EXTRA SECTION 412	
		TOTAL SEATS 310	1,702		
REVENUE DEPARTURES		PAYLOAD (LBS) 270	379,500	REVENUE DEPARTURES PERFORMED	
SCHEDULED 520	28			SCHEDULED 511	23
COMPLETED 521	23	REV MILES SCH 430	5,157	EXTRA SECTION 512	

NUMBER OF PASSENGERS AND POUNDS OF CARGO DEPLANED

STATION CODE	PASSENGERS FIRST (111)	PASSENGERS COACH (112)	PRIORITY MAIL (213)	NONPRIORITY MAIL (214)	FOREIGN MAIL (215)	EXPRESS (216)	FREIGHT (217)
1 CLE	224		2,461	137		345	3,850
2 CMH	254		835	31		160	5,066
3 IND	13		55			91	

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CLEVELAND, OHIO -- COLUMBUS, OHIO 112 MILES ALLEGHENY AIRLINES DOMESTIC DEC 1972
 CLE - CMH
 FLIGHT 0537 4TH SEGMENT FIRST CLASS SERVICE 8-1-11-200

SUBSIDY FLIGIALF

REVENUE PASS ENPLANED		REVENUE PASS TRANSPORTED		PASSENGER LOAD FACTORS	
FIRST CLASS	111	407	FIRST CLASS	131	854
COACH	112		COACH	132	
TOTAL	110	407	TOTAL	130	854
				FIRST CLASS	50.18 PCT
				COACH	PCT
				TOTAL	50.18 PCT

REVENUE CARGO ENPLANED (LBS)		REV TONS TRANSPORTED (LBS)		OVER-ALL REV LOAD FACTOR	
MAIL PRIORITY	213	9,736	PASSENGER	231	170,800
MAIL NONPRI	214	1,056	MAIL PRIORITY	233	11,866
MAIL FOREIGN	215		MAIL NONPRI	234	1,626
EXPRESS	216	3,767	MAIL FOREIGN	235	
FREIGHT	217	3,291	EXPRESS	236	4,458
TOTAL CARGO	210	17,850	FREIGHT	237	13,360
				TOTAL TONS	230
					202,110
				OVER-ALL REV LOAD FACTOR	53.26 PCT
				AVG PASSENGER LOAD	37.13
				AVG REVENUE LOAD (LBS)	8,787

NONREV TRAFFIC TRANSPORTED		AVAILABLE CAPACITY		REVENUE AIRCRAFT HOURS (MIN)	
PASSENGERS	150	1	FIRST CL SEATS	311	1,702
CARGO (LBS)	250	1,265	COACH SEATS	312	1,702
				TOTAL SEATS	310
				PAYLOAD (LBS)	270
					379,500
				REV MILES SCH	430
					3,136
				REVENUE MILES FLOWN	
				SCHEDULED	411
				EXTRA SECTION	412
					2,576
				REVENUE DEPARTURES PERFORMED	
				SCHEDULED	511
				EXTRA SECTION	512
					23

NUMBER OF PASSENGERS AND POUNDS OF CARGO DEPLANED							
STATION CODE	PASSENGERS FIRST (111)	PASSENGERS COACH (112)	PRIORITY MAIL (213)	NONPRIORITY MAIL (214)	FOREIGN MAIL (215)	EXPRESS (216)	FREIGHT (217)
1 CMH	182		2,326	217		1,139	1,908
2 IND	225		7,410	839		2,628	1,383

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PITTSBURGH, PENNA. -- COLUMBUS, OHIO 144 MILES ALLEGHENY AIRLINES DOMESTIC DEC 1972
PIT - CMH
FLIGHT 0537 5TH SEGMENT FIRST CLASS SERVICE B-1-11-200

SUBSIDY INELIGIBLE

REVENUE PASS ENPLANED
FIRST CLASS 111
COACH 112
TOTAL 110

REVENUE PASS TRANSPORTED
FIRST CLASS 131
COACH 132
TOTAL 130

PASSENGER LOAD FACTORS
FIRST CLASS PCT
COACH PCT
TOTAL PCT

REVENUE CARGO ENPLANED (LBS)

MAIL PRIORITY 213
MAIL NONPRI 214
MAIL FOREIGN 215
EXPRESS 216
FREIGHT 217
TOTAL CARGO 210

REV TONS TRANSPORTED (LBS)

PASSENGER 231
MAIL PRIORITY 233
MAIL NONPRI 234
MAIL FOREIGN 235
EXPRESS 236
FREIGHT 237
TOTAL TONS 230

OVER-ALL REV LOAD FACTOR PCT
AVG PASSENGER LOAD
AVG REVENUE LOAD (LBS)

REVENUE AIRCRAFT HOURS (MIN)
AIRBORNE 610 27
RAMP TO RAMP 630 34
PERCENTAGE 125.93 PCT

NONREV TRAFFIC TRANSPORTED
PASSENGERS 150
CARGO (LBS) 250

AVAILABLE CAPACITY
FIRST CL SEATS 311
COACH SEATS 312
TOTAL SEATS 310
PAYLOAD (LBS) 270

REVENUE MILES FLOWN
SCHEDULED 411 144
EXTRA SECTION 412

REVENUE DEPARTURES
SCHEDULED 520
COMPLETED 521

REV MILES SCH 430

REVENUE DEPARTURES PERFORMED
SCHEDULED 511 1
EXTRA SECTION 512

NUMBER OF PASSENGERS AND POUNDS OF CARGO DEPLANED

STATION CODE	PASSENGERS FIRST (111)	PASSENGERS COACH (112)	PRIORITY MAIL (213)	NONPRIORITY MAIL (214)	FOREIGN MAIL (215)	EXPRESS (216)	FREIGHT (217)
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1 CMH
2 IND

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L I M I T E D I N F O R M A T I O N

C-30

COLUMBUS, OHIO -- INDIANAPOLIS, INDIANA 182 MILES ALLEGHENY AIRLINES DOMESTIC DEC 1972
 CMH - IND
 FLIGHT 0537 6TH SEGMENT FIRST CLASS SERVICE 8-1-11-200

SUBSIDY ELIGIBLE

REVENUE PASS ENPLANED			REVENUE PASS TRANSPORTED			PASSENGER LOAD FACTORS	
FIRST CLASS	111	55	FIRST CLASS	131	342	FIRST CLASS	19.26 PCT
COACH	112		COACH	132		COACH	PCT
TOTAL	110	55	TOTAL	130	342	TOTAL	19.26 PCT
REVENUE CARGO ENPLANED (LBS)			REV TONS TRANSPORTED (LBS)			OVER-ALL REV LOAD FACTOR	
MAIL PRIORITY	213	63	PASSENGER	231	68,400	AVG PASSENGER LOAD	22.23 PCT
MAIL NONPRI	214	843	MAIL PRIORITY	233	8,461	AVG PASSENGER LOAD	14.25
MAIL FOREIGN	215		MAIL NONPRI	234	2,063	AVG REVENUE LOAD (LBS)	3,667
EXPRESS	216	73	MAIL FOREIGN	235		REVENUE AIRCRAFT HOURS (MIN)	
FREIGHT	217	2,441	EXPRESS	236	3,129	AIRBORNE	610 920
TOTAL CARGO	210	3,420	FREIGHT	237	5,960	RAMP TO RAMP	630 1,075
			TOTAL TONS	230	88,013	PERCENTAGE	116.85 PCT
NONREV TRAFFIC TRANSPORTED			AVAILABLE CAPACITY			REVENUE MILES FLOWN	
PASSENGERS	150	8	FIRST CL SEATS	311	1,776	SCHEDULED	411 4,368
CARGO (LBS)	250	2,665	COACH SEATS	312		EXTRA SECTION	412
			TOTAL SEATS	310	1,776	REVENUE DEPARTURES PERFORMED	
REVENUE DEPARTURES			PAYLOAD (LBS)	270	396,000	SCHEDULED	511 24
SCHEDULED	520	29				EXTRA SECTION	512
COMPLETED	521	24	REV MILES SCH	430	5,278		
NUMBER OF PASSENGERS AND POUNDS OF CARGO DEPLANED							
STATION CODE	PASSENGERS FIRST (111)	PASSENGERS COACH (112)	PRIORITY MAIL (213)	NONPRIORITY MAIL (214)	FOREIGN MAIL (215)	EXPRESS (216)	FREIGHT (217)
1 IND	55		63	843		73	2,441
-QUOTE- 0-							

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F O R I N T E R N A L U S E O N L Y

APPENDIX D

I. P. SHARP SERVICES

Description of I. P. Sharp Origin-Destination Data Base*

5. Origin-Destination Data Base

We are pleased to report considerable progress with the O-D data base. Currently, we have data on all of the origin-destination pairs in CAB Data Bank 2C. The data is on-line, meaning it is available as quickly as is CAB Form 41 data at the terminal. The best single feature of our data base is that for a very reasonable cost, we can access not only all the true origin-destination itineraries for a city pair, but also all connecting itineraries (i.e. all other itineraries which involved that city pair somewhere in the trip, but not necessarily as a true origin destination city pair). We also have the data base structured such that it is reasonable to access all itineraries in which a single city was involved.

With this data base, it is now apparent to us that every report defined in the ATA task force on O-D report requirements is possible, and at reasonable cost.

Although we have a working O-D system, we would like to point out that we still consider ourselves to be in the development stage, and that we are about 2-3 months away from having a completed and fully documented system. We would greatly appreciate any users or potential users of the O-D data base giving us as much assistance in report specifications and requirements as is possible.

The following sample reports demonstrate some of the capabilities of the system we are generating. One of them shows Washington D.C. to Milwaukee traffic which is interesting in light of the recent CAB memorandum concerning United's submissions for the 3rd and 4th quarters of 1974.

Almost all of the reports we are creating have an option as to the type of itineraries that can be considered for a city pair. The reports can show any one of these three possibilities:

- 1) local passengers only
- 2) beyond passengers only
- 3) both local and beyond passengers

As suggested in the ATA task force report, we have combined certain airport codes into single city codes (e.g. JFK, LGA, and EWR all become NYC). Note that in the specification of city pairs, there are several options permitted for multiple specification.

The figures in all reports are based on the 10% sample size of data bank 2C. We currently have all quarters of 1974 in the data bank, and soon we plan to add 1973, as well as updating the data base on a regular quarterly basis.

*I. P. Sharp Aeronautic Newsletter, January 1976.

REPORT NUMBERS FOR Q AND D DATA BASE

GROUP 1 - UTILITIES

- 101. LIST OF CITIES MATCHING SELECTED WORLD AREA CODE(S).
- 102. LIST OF CITIES MATCHING SELECTED CARRIER CODE(S).
- 103. LIST OF DESTINATION CITIES MATCHING SELECTED ORIGIN.
- 106. INDICATION OF RETAINED ITINERARIES BY DESTINATION FOR SELECTED ORIGIN.
- 111. LIST OF ITINERARIES FOR A SELECTED CITY PAIR.

GROUP 2 - SIMPLE ANALYSES

THE FOLLOWING PROGRAMS ARE PROVIDED FOR SIMPLER INVESTIGATIVE ANALYSES, AND THEY ALL USE THE SAME BASIC OUTPUT FORMAT. THEY ARE AVAILABLE FOR ANY COMBINATIONS OF:

- 1) LOCAL, BEYOND, OR ALL PASSENGERS
- 2) SELECTED CARRIER(S)
- 3) SELECTED SEGMENT LENGTH(S)
- 4) SELECTED CITY PAIRS

FOR EXAMPLE, ONE COMBINATION POSSIBILITY IS TO COMPARE A SELECTED CARRIER TO TOTAL INDUSTRY FOR ALL LOCAL PASSENGERS ON 2 COUPON SINGLE CARRIER ITINERARIES, FOR A SET OF SELECTED CITY PAIRS. THE REPORT NUMBERS FOR THIS GROUP ARE:

- 201. TRAFFIC ANALYSIS, SINGLE CARRIER.
- 202. TRAFFIC ANALYSIS, MULTIPLE CARRIER.

GROUP 3 - HIGHER LEVEL ANALYSES

THESE PROGRAMS PROVIDE FOR SPECIALIZED COMPLEX ANALYSES, AND IN MOST CASES SHOW BOTH PASSENGER COUNT AND RPM'S. THE REPORT NUMBERS FOR THIS GROUP ARE:

- 301. TWO CARRIER PARTICIPATION ANALYSIS FOR SELECTED CITY PAIRS.
- 302. ONE CARRIER VERSUS TOTAL MARKET SINGLE CARRIER COMPETITIVE ANALYSIS FOR SELECTED CITY PAIRS.
- 303. CITY SUMMARY ANALYSIS, SINGLE CARRIER FOR SELECTED CITIES.
- 304. INTERLINE CONNECTING CITY ANALYSIS FOR SELECTED CITY PAIRS AND SELECTED CONNECTING CITIES.

SELECTION OF CITY PAIRS

MOST OF THE ABOVE PROGRAMS REQUEST THE CITY PAIR(S) OVER WHICH THE REPORT IS TO BE PERFORMED. IN THE SIMPLE CASE, THIS IS ACCOMPLISHED BY ENTERING TWO CITIES PER LINE, SEPARATED BY A SPACE, AND TERMINATED BY A CARRIAGE RETURN (CR). IT IS POSSIBLE HOWEVER TO REQUEST MULTIPLE CITY PAIRS ON A SINGLE INPUT LINE BY USING THE FOLLOWING PRESET CODES:

- 1) WNNN (SHIFT W) - ALL CITIES IN WORLD AREA CODE NNN.
- 2) \AAA (SHIFT D) - ALL DESTINATIONS FOR ORIGIN AAA.
- 3) nCC (SHIFT C) - ALL CITIES FOR CARRIER CC.

AS AN EXAMPLE, WHEN ASKED:

ENTER CITY PAIR 1:
ENTERING ROS \BOS

WOULD PROVIDE ALL CITY PAIR COMBINATIONS WHERE BOS WAS THE ORIGIN, AND ALL DESTINATIONS FROM BOS THE DESTINATIONS.

Data Accessed Through I. P. Sharp

REPORT # 103

USSTATIONS FOR UNIFORM ONE SACRAMENTO/CALIF.

67	ADH	ADHUSU/0.0.	81	UOH	UOHUSU/0.0.	51	UNT	UNTARU/CALIF.
74	ADL	ADLEND/TAAS	66	UFA	UFAHUSU/0.0.	33	UOU	UOUHUSU/0.0.
44	CAA	CAAHUSU/0.0.	65	UHI	UHIHUSU/0.0.	45	UOD	UODHUSU/0.0.
82	ALS	ALSHUSU/0.0.	82	UHT	UHTHUSU/0.0.	91	UAK	UAKHUSU/0.0.
34	ADI	ADIHUSU/0.0.	43	UHR	UHRHUSU/0.0.	91	UAM	UAMHUSU/0.0.
22	ALD	ALDHUSU/0.0.	84	UJ	UJHUSU/0.0.	33	UEN	UENHUSU/0.0.
86	ADH	ADHUSU/0.0.	45	UHB	UHBHUSU/0.0.	95	UFC	UFCHUSU/0.0.
72	ADP	ADPHUSU/0.0.	36	UHU	UHUHUSU/0.0.	52	UFE	UFHUSU/0.0.
23	ADG	ADGHUSU/0.0.	37	UHV	UHVHUSU/0.0.	33	UFG	UFGHUSU/0.0.
65	ALA	ALAHUSU/0.0.	53	UHT	UHTHUSU/0.0.	41	UFI	UFHUSU/0.0.
74	ANA	ANAHUSU/0.0.	23	UHT	UHTHUSU/0.0.	23	UFL	UFLHUSU/0.0.
1	ANU	ANUHUSU/0.0.	71	UHU	UHUHUSU/0.0.	61	UFA	UFHUSU/0.0.
51	AND	ANDHUSU/0.0.	11	UHU	UHUHUSU/0.0.	67	UFI	UFHUSU/0.0.
36	AVL	AVLHUSU/0.0.	65	UHL	UHLHUSU/0.0.	23	UFI	UFHUSU/0.0.
82	ADG	ADGHUSU/0.0.	62	UHL	UHLHUSU/0.0.	83	UFI	UFHUSU/0.0.
34	ATL	ATLHUSU/0.0.	84	UHL	UHLHUSU/0.0.	12	UFI	UFHUSU/0.0.
34	AUS	AUSHUSU/0.0.	2	ITU	ITUHUSU/0.0.	92	UFI	UFHUSU/0.0.
74	AUS	AUSHUSU/0.0.	2	ITU	ITUHUSU/0.0.	15	UFI	UFHUSU/0.0.
91	DFL	DFLHUSU/0.0.	74	ITU	ITUHUSU/0.0.	82	UFI	UFHUSU/0.0.
35	DAL	DALHUSU/0.0.	51	ITU	ITUHUSU/0.0.	93	UFI	UFHUSU/0.0.
12	DAR	DARHUSU/0.0.	83	ITU	ITUHUSU/0.0.	36	UFI	UFHUSU/0.0.
72	DEF	DEFHUSU/0.0.	42	ITU	ITUHUSU/0.0.	67	UFI	UFHUSU/0.0.
43	DTL	DTLHUSU/0.0.	91	ITU	ITUHUSU/0.0.	91	UFI	UFHUSU/0.0.
74	DET	DETHUSU/0.0.	53	JAN	JANHUSU/0.0.	85	UFI	UFHUSU/0.0.
92	KUM	KUMHUSU/0.0.	88	JAC	JACHUSU/0.0.	45	UFI	UFHUSU/0.0.
84	DIL	DILHUSU/0.0.	33	JAC	JACHUSU/0.0.	38	UFI	UFHUSU/0.0.
22	DUN	DUNHUSU/0.0.	36	UAD	UADHUSU/0.0.	91	UFI	UFHUSU/0.0.
51	DUN	DUNHUSU/0.0.	64	UAD	UADHUSU/0.0.	88	UFI	UFHUSU/0.0.
66	DIS	DISHUSU/0.0.	1	JUN	JUNHUSU/0.0.	38	UFI	UFHUSU/0.0.
42	DNU	DNUHUSU/0.0.	2	UOU	UOUHUSU/0.0.	63	UFI	UFHUSU/0.0.
83	DUI	DUIHUSU/0.0.	2	KUA	KUAHUSU/0.0.	44	UFI	UFHUSU/0.0.
13	DUS	DUSHUSU/0.0.	43	UOU	UOUHUSU/0.0.	86	UFI	UFHUSU/0.0.
84	DUN	DUNHUSU/0.0.	84	UOU	UOUHUSU/0.0.	43	UFI	UFHUSU/0.0.
54	TRI	TRIHUSU/0.0.	2	UOU	UOUHUSU/0.0.	64	UFI	UFHUSU/0.0.
22	DUF	DUFHUSU/0.0.	64	UOU	UOUHUSU/0.0.	92	UFI	UFHUSU/0.0.
61	DUL	DULHUSU/0.0.	2	MAA	MAAHUSU/0.0.	64	UFI	UFHUSU/0.0.
16	DIV	DIVHUSU/0.0.	65	UOU	UOUHUSU/0.0.	91	UFI	UFHUSU/0.0.
84	DIN	DINHUSU/0.0.	1	UOU	UOUHUSU/0.0.	87	UFI	UFHUSU/0.0.
88	UFA	UFHUSU/0.0.	74	UOU	UOUHUSU/0.0.	74	UFI	UFHUSU/0.0.
61	UFD	UFHUSU/0.0.	92	UOU	UOUHUSU/0.0.	91	UFI	UFHUSU/0.0.
41	UFI	UFHUSU/0.0.	54	UOU	UOUHUSU/0.0.	91	UFI	UFHUSU/0.0.
37	UOU	UOUHUSU/0.0.	2	UOU	UOUHUSU/0.0.	91	UFI	UFHUSU/0.0.
39	UOU	UOUHUSU/0.0.	45	UOU	UOUHUSU/0.0.	91	UFI	UFHUSU/0.0.
36	UOU	UOUHUSU/0.0.	42	UOU	UOUHUSU/0.0.	91	UFI	UFHUSU/0.0.
54	UOU	UOUHUSU/0.0.	72	UOU	UOUHUSU/0.0.	91	UFI	UFHUSU/0.0.
88	UOU	UOUHUSU/0.0.	43	UOU	UOUHUSU/0.0.	91	UFI	UFHUSU/0.0.
41	UOU	UOUHUSU/0.0.	88	UOU	UOUHUSU/0.0.	34	UFI	UFHUSU/0.0.
63	UOU	UOUHUSU/0.0.	85	UOU	UOUHUSU/0.0.	65	UFI	UFHUSU/0.0.
44	UOU	UOUHUSU/0.0.	73	UOU	UOUHUSU/0.0.	23	UFI	UFHUSU/0.0.
44	UOU	UOUHUSU/0.0.	83	UOU	UOUHUSU/0.0.	93	UFI	UFHUSU/0.0.
86	UOU	UOUHUSU/0.0.	52	UOU	UOUHUSU/0.0.	86	UFI	UFHUSU/0.0.
82	UOU	UOUHUSU/0.0.	62	UOU	UOUHUSU/0.0.	72	UFI	UFHUSU/0.0.
64	UOU	UOUHUSU/0.0.	2	UOU	UOUHUSU/0.0.	86	UFI	UFHUSU/0.0.
37	UOU	UOUHUSU/0.0.	65	UOU	UOUHUSU/0.0.	61	UFI	UFHUSU/0.0.
34	UOU	UOUHUSU/0.0.	71	UOU	UOUHUSU/0.0.	67	UFI	UFHUSU/0.0.
44	UOU	UOUHUSU/0.0.	91	UOU	UOUHUSU/0.0.	42	UFI	UFHUSU/0.0.
74	UOU	UOUHUSU/0.0.	52	UOU	UOUHUSU/0.0.	53	UFI	UFHUSU/0.0.
91	UOU	UOUHUSU/0.0.	74	UOU	UOUHUSU/0.0.	41	UFI	UFHUSU/0.0.
74	UOU	UOUHUSU/0.0.	34	UOU	UOUHUSU/0.0.	64	UFI	UFHUSU/0.0.
44	UOU	UOUHUSU/0.0.	45	UOU	UOUHUSU/0.0.	82	UFI	UFHUSU/0.0.
41	UOU	UOUHUSU/0.0.	62	UOU	UOUHUSU/0.0.	83	UFI	UFHUSU/0.0.
82	UOU	UOUHUSU/0.0.	45	UOU	UOUHUSU/0.0.	22	UFI	UFHUSU/0.0.
51	UOU	UOUHUSU/0.0.	41	UOU	UOUHUSU/0.0.	33	UFI	UFHUSU/0.0.
43	UOU	UOUHUSU/0.0.	41	UOU	UOUHUSU/0.0.	33	UFI	UFHUSU/0.0.
51	UOU	UOUHUSU/0.0.	43	UOU	UOUHUSU/0.0.	42	UFI	UFHUSU/0.0.
61	UOU	UOUHUSU/0.0.	52	UOU	UOUHUSU/0.0.	71	UFI	UFHUSU/0.0.
63	UOU	UOUHUSU/0.0.	33	UOU	UOUHUSU/0.0.	44	UFI	UFHUSU/0.0.
82	UOU	UOUHUSU/0.0.	54	UOU	UOUHUSU/0.0.	62	UFI	UFHUSU/0.0.
45	UOU	UOUHUSU/0.0.	33	UOU	UOUHUSU/0.0.	43	UFI	UFHUSU/0.0.
33	UOU	UOUHUSU/0.0.	74	UOU	UOUHUSU/0.0.	81	UFI	UFHUSU/0.0.
91	UOU	UOUHUSU/0.0.	45	UOU	UOUHUSU/0.0.	73	UFI	UFHUSU/0.0.
42	UOU	UOUHUSU/0.0.	63	UOU	UOUHUSU/0.0.	82	UFI	UFHUSU/0.0.
85	UOU	UOUHUSU/0.0.	66	UOU	UOUHUSU/0.0.	74	UFI	UFHUSU/0.0.
22	UOU	UOUHUSU/0.0.	74	UOU	UOUHUSU/0.0.	22	UFI	UFHUSU/0.0.
74	UOU	UOUHUSU/0.0.	84	UOU	UOUHUSU/0.0.	57	UFI	UFHUSU/0.0.
85	UOU	UOUHUSU/0.0.	51	UOU	UOUHUSU/0.0.	74	UFI	UFHUSU/0.0.
23	UOU	UOUHUSU/0.0.	41	UOU	UOUHUSU/0.0.	53	UFI	UFHUSU/0.0.
92	UOU	UOUHUSU/0.0.	51	UOU	UOUHUSU/0.0.	32	UFI	UFHUSU/0.0.
91	UOU	UOUHUSU/0.0.	43	UOU	UOUHUSU/0.0.	61	UFI	UFHUSU/0.0.
42	UOU	UOUHUSU/0.0.	54	UOU	UOUHUSU/0.0.	43	UFI	UFHUSU/0.0.
1	UOU	UOUHUSU/0.0.	36	UOU	UOUHUSU/0.0.	35	UFI	UFHUSU/0.0.
66	UOU	UOUHUSU/0.0.	11	UOU	UOUHUSU/0.0.	64	UFI	UFHUSU/0.0.
71	UOU	UOUHUSU/0.0.	72	UOU	UOUHUSU/0.0.	62	UFI	UFHUSU/0.0.
36	UOU	UOUHUSU/0.0.	38	UOU	UOUHUSU/0.0.	74	UFI	UFHUSU/0.0.
81	UOU	UOUHUSU/0.0.	22	UOU	UOUHUSU/0.0.	23	UFI	UFHUSU/0.0.
43	UOU	UOUHUSU/0.0.	38	UOU	UOUHUSU/0.0.	36	UFI	UFHUSU/0.0.
33	UOU	UOUHUSU/0.0.	52	UOU	UOUHUSU/0.0.	53	UFI	UFHUSU/0.0.
64	UOU	UOUHUSU/0.0.	65	UOU	UOUHUSU/0.0.	44	UFI	UFHUSU/0.0.
71	UOU	UOUHUSU/0.0.	91	UOU	UOUHUSU/0.0.	61	UFI	UFHUSU/0.0.
42	UOU	UOUHUSU/0.0.	73	UOU	UOUHUSU/0.0.			
91	UOU	UOUHUSU/0.0.	65	UOU	UOUHUSU/0.0.			
62	UOU	UOUHUSU/0.0.						

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OF POOR QUALITY

DESTINATIONS FOR ORIGIN ATL ATLANTA/GA.

[illegible]

REPORT # 111

ORIGIN: KAN 412010027095C

DJK. DISTANCE: 623 MILES

*** TOTAL PASSENGERS ***|*** INT. PASSENGERS ***| DIST. | DETAILED ITINERARIES
 1/74 2/74 3/74 4/74 | 1/74 2/74 3/74 4/74 | MILES |

LOCAL:	11	473	716	606	564	1	2	2	31	6121	WAS NW MKE
	21	39	48	27	26		1			6341	WAS UA MKE
	31		2	1	1		2		11	6121	WAS UK MKE
	41	8	10	22	18					6791	WAS AA CHI NC MKE
	51	1	2	2	2					6381	WAS NW CLB UA MKE
	61	3	1	1	1					6421	WAS NW DTH NC MKE
	71	5	15	23	19					6421	WAS NW DTH NW MKE
	81		2		3					6361	WAS NW PIT UA MKE
	91	6	7	4	5					6791	WAS TW CHI NC MKE
	101	7	25	5	4					6771	WAS UA CHI NC MKE
	111	1		16	23					6791	WAS UA CHI UA MKE
	121	2	3							6671	WAS UA CHI UK MKE
	131	11	20	23	18					6381	WAS UA CLB UA MKE
	141	8	18	19	21						MISCELLANEOUS
TOTAL		564	869	749	705	1	5	2	4		
W/O RETAINED :		97.7									

REMOVED:	11	2	3							7081	WAS UA MKE NW MSN
	21	3	1	3	1					7011	WAS NW MKE NC CHI
	31	2	1	1	1			1		15421	WAS NW MKE UA DEN
	41	8	7	7	6					7411	WAS NW MKE NC GRB
	51	1	1	1	2					9751	WAS NW MKE NC DLH
	61	11	8	9	10					9311	WAS NW MKE NW MSP
	71	11	9	6	11					7061	WAS NW MKE NW ASH
	81	1	2	3	1					8351	WAS NW MKE NC KAI
	91		1	6	5					8751	WAS NW MKE NW KST
	101		2	5	3					8151	WAS NW MKE NC LSA
	111	4	5							7161	WAS NW MKE NC SDH
	121		2	4	2					23901	WAS NW MKE UA LAX
	131	2	9	8	5					7131	WAS NW MKE NC OSH
	141	2	2	1	2					7081	WAS NW MKE NC MSN
	151			4	2					6611	BAL UA WAS UA MKE
	161	3	5	2	3					6641	BAL PI WAS NW MKE
	171	1	4	1						6641	BAL AL WAS NW MKE
	181	3	2							6601	BAL UK WAS NW MKE
	191			5						10311	BUS UA WAS UA MKE
	201	4		1						10781	CBS NA WAS NW MKE
	211	1	5	1	5					7251	Cdu PI WAS NW MKE
	221	3	2	12	3					9191	FAY PI WAS NW MKE
	231	1		3	1					7041	GGH AL WAS NW MKE
	241		1	4	1					7981	HSP PI WAS NW MKE
	251	2	11	11	12					9131	UAD PI WAS NW MKE
	261	1	1	3						8791	JSU PI WAS NW MKE
	271	4	4	3	5					7921	LYH PI WAS NW MKE
	281		4	2						9941	CBS PI WAS NW MKE
	291		3	2	3					8951	ENH PI WAS NW MKE
	301	3	2	1	5					7561	FAR UA WAS NW MKE
	311	6	1	1	4					7561	FAR NA WAS NW MKE
	321	2	1	7	2	1		2		8471	NYC BA WAS NW MKE
	331	1	4	1	1					8481	NYC AA WAS NW MKE
	341	4	7	1						7721	ORF UA WAS UA MKE
	351	1	2		4					7761	ORF NA WAS NW MKE
	361		5	2	5					8611	RDU BA WAS NW MKE
	371	4	1	2						7281	RIC UA WAS JA MKE
	381	8	7	2	2					7281	RIC PI WAS NW MKE
	391	6	6	4	7					8261	RUA PI WAS NW MKE
	401	2		2	1					7241	SBY AL WAS NW MKE
	411	4	4	3						7431	SHU PI WAS NW MKE
	421	1	8							7301	TLL BA WAS NW MKE
	431	1	4	4	5					9541	TLM PI WAS NW MKE
	441	2	1	2			1			23941	WAS UA CLB UA MKE UA LAX
RETAINED TOTAL:	117	148	140	120		1	2	4	0	8901	

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REPORT 011

ORIGIN: SIL ST. LOUIS/MO.
 DESTIN: ATL ATLANTA/GA.

WIA. DISTANCE: 484 NILES

** TOTAL PASSENGERS **					*** INT. PASSENGERS ***					DISC. DETAILED ITINERARIES				
1/74	2/74	3/74	4/74		1/74	2/74	3/74	4/74		NILES				
1	4	15	14	17		1			1	484	SIL DL ATL			
2	617	692	605	696	45	37	27		84	484	SIL DL ATL			
3	5		2							484	SIL DL ATL			
4	193	245	219	223	1	3	4		5	484	SIL DL ATL			
5	2	2	3	3						484	SIL DL ATL			
6	12	11	13	6						588	SIL DL NDM DL ATL			
7	2	1	1	2						1029	SIL DL NSI DL ATL			
8	6									1275	SIL DL TPA CA ATL			
9	3	2								465	SIL DL DAK CA ATL			
10	2	2	3	2						588	SIL DL NDM DL ATL			
11	2	2	2	1						588	SIL DL NDM DL ATL			
12	1	2	2							681	SIL DL CVO DL ATL			
13	2	1	1	1						931	SIL DL NSI DL ATL			
14	2	3	2							575	SIL DL DUF DL ATL			
15	2	2	1	1						1028	SIL DL ATL DL PMS CA ATL			
16		5								976	SIL DL ATL DL PMS CA ATL			
17	1	3	2	1						591	SIL DL NDM DL PMS CA ATL			
18		1	5							1373	SIL DL ATL DL NCU ?? TPA CA ATL			
19	58	63	42	61	1				1					
TOTAL	912	1052	917	1014	47	47	31		91					
% AVAILABLE	94.5													

1	4	3	2	6										
2	4		1											
3	2			2										
4	2	7	4	4										
5	4	2	3	5										
6	18	25	10	9										
7	16	19	16	16										
8		4	3	5										
9	6		1	2										
10	1	3	3	2										
11	3	8	4	6										
12	1	2	7	1										
13	6	2	2	5										
14	1			5										
15	3	3	1	3										
16		1	2	1										
17	11	2		6										
18	4	4	3	4										
19	3	5		3										
20	5	10	5	7										
21	4		1	1										
22	1	8	5	4										
23	2	9	10	9										
24	2	2	3	2										
25	3	1	6	2										
26	2	3	8	3										
27		2	1	2										
28		2	1	1										
29	2	2	1	1										
30	47	15	12	16										
31	2	3	2	3										
32	15	11	11	8										
33	1	2	2											
34	2	5	4	3										
35	7	13	14	16										
36	4	8	6	1										
37	2			4										
38		1	3	1										
39		4	2	3										
40		1	4	3										
41		2	6	3										
42		2	3	5										
43	5	9	4	4										
44	1			3										
45		3	1	2										
46	3	9	4	7										
47	3	2	1	9										
48	8	3	4											
49	2	5	3	3										
50	7	9	12	3										
51			1	5										
52	16	4	7	10										
53	8	2	6	11										
54	11	22	27	28										
55			1	7										
56	62	67	48	39										
57	26	28	26	39										
58	8	1	1	1										
59	6	13	11	6										
60	10	4	15	19										
61	1	1	2	2										
62	2	3		1										
63	3	3	3											
64	50	50	75	85		5	7	4	7					
65	19	43	19	25										
66	42	21	31	66										
67	30	37	28	30										
68	40	40	44	39										
69	13	22	15	8										
70	3	1	2											
71	111	88	59	70		1								
72	3	1		2										
73	19	18	6	17										
74	2	3	1											
75	1	1	1	5										

630	SIL TW ATL SU ABI													
723	SIL TW ATL SU NDM													
563	SIL TW ATL SU NCU													
692	SIL TW ATL SU TPA													
731	SIL TW ATL SU SAV													
699	SIL TW ATL SU CVO													
743	SIL TW ATL SU CVO													
813	SIL TW ATL SU CVO													
890	SIL TW ATL SU CVO													
1029	SIL TW ATL SU CVO													
648	SIL TW ATL SU CVO													
890	SIL TW ATL SU CVO													
1029	SIL TW ATL SU CVO													
566	SIL TW ATL SU CVO													
1245	SIL TW ATL SU CVO													
707	SIL TW ATL SU CVO													
740	SIL TW ATL SU CVO													
563	SIL TW ATL SU CVO													
890	SIL TW ATL SU CVO													
638	SIL TW ATL SU CVO													
927	SIL TW ATL SU CVO													
861	SIL TW ATL SU CVO													
655	SIL TW ATL SU CVO													
841	SIL TW ATL SU CVO													
711	SIL TW ATL SU CVO													
567	SIL TW ATL SU CVO													
784	SIL TW ATL SU CVO													
711	SIL TW ATL SU CVO													
850	SIL TW ATL SU CVO													
676	SIL TW ATL SU CVO													
590	SIL TW ATL SU CVO													
814	SIL TW ATL SU CVO													
551	SIL TW ATL SU CVO													
1065	SIL TW ATL SU CVO													
627	SIL TW ATL SU CVO													
734	SIL TW ATL SU CVO													
638	SIL TW ATL SU CVO													
631	SIL TW ATL SU CVO													
965	SIL TW ATL SU CVO													
754	SIL TW ATL SU CVO													
917	SIL TW ATL SU CVO													
992	SIL TW ATL SU CVO													
887	SIL TW ATL SU CVO													
1079	SIL TW ATL SU CVO													
840	SIL TW ATL SU CVO													
754	SIL TW ATL SU CVO													
1079	SIL TW ATL SU CVO													
887	SIL TW ATL SU CVO													
631	SIL TW ATL SU CVO													
883	SIL TW ATL SU CVO													
731	SIL TW ATL SU CVO													
630	SIL TW ATL SU CVO													
1029	SIL TW ATL SU CVO													
784	SIL TW ATL SU CVO													
731	SIL TW ATL SU CVO													
929	SIL TW ATL SU CVO													
638	SIL TW ATL SU CVO													
631	SIL TW ATL SU CVO													
861	SIL TW ATL SU CVO													
638	SIL TW ATL SU CVO													
909	SIL TW ATL SU CVO													
890	SIL TW ATL SU CVO													
567	SIL TW ATL SU CVO													
1079	SIL TW ATL SU CVO													
699	SIL TW ATL SU CVO													
676	SIL TW ATL SU CVO													
786	SIL TW ATL SU CVO													
707	SIL TW ATL SU CVO													
567	SIL TW ATL SU CVO													
898	SIL TW ATL SU CVO													
1029	SIL TW ATL SU CVO													
709	SIL TW ATL SU CVO													
883	SIL TW ATL SU CVO													
692	SIL TW ATL SU CVO													
1173	SIL TW ATL SU CVO													

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771	5	11	21	211
781	43	59	68	431
791	22	26	27	411
801	1	2	1	11
811	1	1	4	21
821	17	14	16	141
831	111	92	99	691
841	12	15	14	111
851	2	2	2	1
861	52	104	108	471
871	7	2	4	41
881	2	2	2	21
891	1	1	1	51
901	7	7	7	91
911	7	12	7	221
921	13	1	1	11
931	30	26	10	271
941	11	17	14	91
951	34	22	44	501
961	6	3	1	11
971	7	3	1	1
981	23	27	21	361
991	4	5	6	71
1001	8	8	12	41
1011	5	1	1	11
1021	3	2	1	31
1031	6	3	9	111
1041	5	1	1	1
1051	7	9	6	121
1061	3	3	3	51
1071	25	35	10	191
1081	8	6	1	41
1091	6	1	6	61
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1111	70	115	125	981
1121	2	3	1	1
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1181	77	71	58	701
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1211	2	2	2	31
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1231	1	2	1	1
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1261	2	4	2	21
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1321	6	4	5	51
1331	3	1	1	1
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1391	3	6	2	21
1401	1	2	2	21
1411	2	2	1	11
1421	3	3	6	61
1431	2	2	2	41
1441	2	2	1	31
1451	1	2	2	21
1461	3	5	9	31
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1481	2	1	2	21
1491	3	3	2	1
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1511	5	5	5	31
1521	1	4	1	61
1531	1	3	2	21
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1581	1	2	1	11
1591	7	11	7	51
1601	24	18	24	381
1611	6	11	3	61
1621	3	7	3	21
1631	23	28	38	331
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1651	3	2	15	141
1661	4	2	1	21
1671	3	1	2	21
1681	7	3	1	11
1691	7	2	2	21
1701	2	2	2	21
1711	2	2	5	51
1721	2	3	3	41
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1841	1	1	4	11

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7901	SIL	BA	ATL	BA	ATL
12151	SIL	BA	ATL	BA	ATL
5511	SIL	BA	ATL	BA	ATL
6141	SIL	BA	ATL	BA	ATL
10651	SIL	BA	ATL	BA	ATL
7041	SIL	BA	ATL	BA	ATL
6211	SIL	BA	ATL	BA	ATL
8501	SIL	BA	ATL	BA	ATL
5661	SIL	BA	ATL	BA	ATL
6351	SIL	BA	ATL	BA	ATL
7231	SIL	BA	ATL	BA	ATL
7571	SIL	BA	ATL	BA	ATL
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5841	SIL	BA	ATL	BA	ATL
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7431	SIL	BA	ATL	BA	ATL
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6711	SIL	BA	ATL	BA	ATL
6711	SIL	BA	ATL	BA	ATL

PERMIT H III
ST JUDIS ATLANTA
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276	2		5	3
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281	1	3		
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295	1			3

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2463	110	110	110	110
1013	110	110	110	110

REPORT #111
ST LOUIS - ATLANTA
(CONTINUED)

REPORT # 801
SINGLE CARRIER TRAFFIC ANALYSIS
ALL PASSENGERS
2 COUPON

CITY PAIR CARRIER	PSGRS	1/74 (000)	RPM'S (%/.)	PSGRS	2/74 (000)	RPM'S (%/.)	PSGRS	3/74 (000)	RPM'S (%/.)	PSGRS	4/74 (000)	RPM'S (%/.)	PSGRS	TOTAL (000)	RPM'S (%/.)
NYC-LAX															
UA	187	486	24.3	245	697	21.1	510	1365	30.1	322	851	34.8	1262	3339	27.8
TV	138	347	17.4	238	586	19.4	265	669	14.8	171	428	17.5	808	2030	16.8
AA	13	35	1.8	39	106	3.5	54	151	3.3	19	54	2.2	125	346	2.9
WA	216	547	27.3	372	944	31.2	698	1798	39.7	254	641	26.2	1540	3930	32.8
BN	2	5	0.3	5	13	0.4	9	23	0.5	13	33	1.4	29	74	0.6
BA	107	264	18.2	149	507	16.8	38	129	2.8	51	174	7.1	345	1173	9.8
DL	59	144	7.2	70	190	6.3	113	308	6.8	83	226	9.2	319	868	7.2
UK	27	72	3.6	15	39	1.3	32	88	1.9	13	36	1.5	87	236	2.0
IND	743	2001	100.0	1126	3021	100.0	1720	4532	100.0	926	2443	100.0	4515	11996	100.0
LAX-NYC															
UA	251	643	23.7	378	969	25.6	861	2198	41.7	495	1280	43.1	1988	5091	34.5
TV	183	408	15.0	253	631	16.7	382	952	18.1	223	552	18.7	1021	2549	17.3
AA	5	14	0.5	26	74	2.0	13	37	0.7	22	62	2.1	66	188	1.3
WA	295	753	27.8	359	923	24.4	511	1319	25.0	157	475	16.0	1352	3470	23.5
BN	8	20	0.8	16	41	1.1	30	77	1.5	13	33	1.1	67	172	1.2
BA	168	572	21.1	191	650	17.2	33	112	2.1	72	245	8.2	464	1579	10.7
DL	65	176	6.5	111	302	8.0	152	413	7.8	76	207	6.9	404	1097	7.4
UK	47	126	4.6	74	198	5.2	60	161	3.0	42	115	3.9	223	599	4.1
IND	1002	2713	100.0	1408	3788	100.0	2042	5268	100.0	1133	2976	100.0	5585	14746	100.0
CHI-LAX															
UA	212	404	56.3	245	466	48.7	514	992	53.4	341	675	60.6	1312	2536	54.7
TV	72	130	18.2	83	153	16.0	141	253	13.6	114	204	18.3	410	740	15.9
AA	57	110	15.5	104	207	21.7	214	477	25.7	64	127	11.4	439	921	19.9
BN	13	23	3.4	18	34	3.5	23	43	2.3	22	41	3.7	76	143	3.1
DL	6	15	2.1	14	35	3.7	3	8	0.4	8	20	1.8	31	78	1.7
CU	18	28	3.9	32	56	5.9	20	35	1.9	22	38	3.5	90	158	3.4
UK	0	0	0.0	2	4	0.5	26	50	2.7	4	8	0.7	32	62	1.3
IND	375	711	100.0	498	956	100.0	941	1857	100.0	575	1114	100.0	2390	4639	100.0
LAX-CHI															
UA	218	409	53.3	284	530	47.5	628	1160	58.5	443	830	68.5	1574	2930	57.7
TV	92	168	21.9	120	222	19.9	180	322	16.2	96	179	14.9	488	891	17.5
AA	1	3	0.3	2	5	0.5	0	0	0.0	1	3	0.2	4	10	0.2
BN	56	112	14.6	119	256	22.9	187	400	20.2	65	135	11.1	427	902	17.8
DL	10	19	2.5	16	30	2.7	17	32	1.6	11	21	1.7	54	102	2.0
CU	6	15	2.0	10	25	2.3	4	10	0.5	4	10	0.8	24	61	1.2
UK	17	30	3.9	23	40	3.6	29	51	2.6	15	26	2.2	84	147	2.9
IND	408	767	100.0	577	1116	100.0	1050	1983	100.0	639	1212	100.0	2672	5078	100.0

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APPENDIX E

SPECIMEN OF AIR TRANSPORT ASSOCIATION PUBLICATION
"AIRCRAFT MOVEMENT AND PASSENGER DATA, TOP 100 U.S. AIRPORTS"

AIRCRAFT MOVEMENT AND PASSENGER DATA
TOP 100 U.S. AIRPORTS
AVERAGE DAY FOR AUGUST, 1973

VOLUME I: TECHNICAL REPORT



AIR TRANSPORT ASSOCIATION OF AMERICA
1709 NEW YORK AVENUE, N.W.
WASHINGTON, D.C. 20006

MAY, 1975

AIRCRAFT MOVEMENT AND PASSENGER DATA

TOP 100 U.S. AIRPORTS

Average Day for August, 1973

Volume I: Technical Report

The data developed herein are a merge of The Reuben H. Donnelley Corporation Official Airline Guide and Civil Aeronautics Board Service Segment Data for August, 1973. These data were produced for the explicit purpose of assisting in the development of individual ATA Airline Airport Hub Demand Forecasts.



AIR TRANSPORT ASSOCIATION OF AMERICA
1709 New York Avenue, N. W.
Washington, D. C. 20006

May, 1975

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Air Transport Association of America

This project was a joint effort between the Airport Affairs Department and the Economics and Finance Department of the Air Transport Association of America, in coordination with ATA's Economic Analysis and Forecasting Committee. A computer software firm was retained to develop the aircraft movement and passenger data for the top 100 airports.

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Billings, Montana BIL	35
Birmingham, Alabama BHM	41
Boise, Idaho BOI	47
Boston, Massachusetts BOS	51
Buffalo, New York BUF	61
Charleston, South Carolina CHS	67
Charleston, West Virginia CRW	71
Charlotte, North Carolina CLT	77
Chicago, Illinois MDW	85
Chicago, Illinois ORD	91
Cleveland, Ohio CLE	107
Colorado Springs, Colorado COS	117
Columbia, South Carolina CAE	121
Columbus, Ohio CMH	125
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* The new Dallas/Ft. Worth Regional Airport (DFW) was opened after August, 1973. Dallas Love Field (DAL), therefore, is the airport included.

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APPENDIX (Records On OAG File But Not On
CAB Service Segment Data File) Volume II

INTRODUCTION

This report provides data on total scheduled air carrier aircraft operations and passenger activity for the average day in August, 1973 for the top 100 U.S. airports. It does not include any charter activity. The selection of airports was based on the number of scheduled air carrier passenger enplanements in domestic and international service on both U.S. and foreign flag airlines.

August was chosen because it is the peak month for most airports. A factor relationship can usually be developed for any airport that experiences its peak in a month other than August.

In designing facilities, the average day of the peak month and the peak hour of the average day of the peak month are commonly used as the "design day" and "design hour", respectively. Accordingly, this report was produced in a format that assists in the development of individual ATA Airline Airport Hub Demand Forecasts which, in turn, are used in determining the future need for and timing of airport facility requirements.

The source of scheduled aircraft operations data was The Reuben H. Donnelley Corporation Frequent Access Schedule Tape (FAST), which was created from combining the August, 1973 Air Cargo Guide and the North American and International Editions of the Official Airline Guide. The passenger activity data source was the August, 1973 Civil Aeronautics Board Service Segment Data (ER-586 Tape). These two data sources were merged and developed into three exhibits for the average day in August, 1973 for each airport.

Volume I

Volume I of the report contains the three technical exhibits. It includes scheduled aircraft movements at the top 100 U.S. airports for all domestic and international flights, with the exception of helicopter, listed in the OAG. It also includes airport and city-pair passenger information on domestic flights of CAB certificated trunk and regional type carriers.

The following is a brief summary of the three exhibits:

Exhibit I - Scheduled Aircraft Movements by Hour

This exhibit contains in an hourly profile format all scheduled aircraft movements, except helicopter, arranged by domestic trunk, regional and intrastate, international, commuter, and all-cargo categories. It includes arrivals, departures, and total operations.

Exhibit II - Hourly Passenger and Aircraft Movement Profiles

This exhibit displays in an hourly profile format domestic flight data for the trunk and regional type carriers. It includes aircraft movements by equipment category; enplaning, deplaning and through passengers; available seats; and passenger load factors.

Exhibit III - City-Pair Data

This exhibit shows domestic city-pair flight data by airline for the trunk and regional type carriers. It includes aircraft movements by equipment category; enplaning, deplaning and through passengers; available seats; and passenger load factors.

Volume II

Volume II constitutes the appendix to the report and contains flight data for all U.S. flag, foreign flag, intrastate, commuter, and helicopter carriers not covered in Exhibits II and III of Volume I. The data are arranged in two different city-pair sequences, alphabetically (1) by departure airport, and (2) by arrival airport. The data include a listing of each scheduled flight by city-pair, airline, flight number, departure and arrival time, weekly frequency, and equipment type. Work spaces are provided for estimating on a monthly basis aircraft movements, passengers, available seats, and equipment category.

DEFINITIONS AND TECHNICAL NOTES

1. Volume I - Exhibits

Exhibit I - Scheduled Aircraft Movements by Hour for the Average Day in August, 1973

This Exhibit was developed exclusively from the OAG and includes all scheduled airline activity into and out of the 100 U.S. airports included in this study. The flights that are included in the five categories are as follows:

a. Domestic Trunk Operations (DOM TNK)

Domestic flights for the following airlines are included in this category:

AA	American	NW	Northwest
BN	Braniff	PA	Pan Am (Domestic)
CO	Continental	TW	Trans World
DL	Delta	UA	United
EA	Eastern	WA	Western
NA	National		

b. Regional and Intrastate Airline Operations (REG PAX)

(1) Flights for the following regional type airlines are included in this category:

AL	Allegheny	PI	Piedmont
AS	Alaska	PX	Aspen
FL	Frontier	RV	Reeve Aleutian
FW	Wright	RW	Hughes Airwest
HA	Hawaiian	SO	Southern
KO	Kodiak Western Alaska	TS	Aloha
NC	North Central	IT	Texas International
OZ	Ozark	WE	Wien Air Alaska

(2) Also included are non-commuter flights on the following scheduled intrastate air carriers:

HD	Holiday	QX	Air Illinois
JQ	Sky West	SI	Santa Fe
MF	Maverick	VB	STOL Air
OC	Air California	WN	Southwest
PS	Pacific Southwest	YA	Alaska Aeronautical
QH	Air Florida	YV	Vercoa

c. International Passenger Operations (INT PAX)

This category encompasses all scheduled international flights (U.S. and foreign flag) into and out of the airports included in this study.

d. Commuter Airline Operations (COM PAX)

All scheduled flights operating under Part 298 of the CAB Economic Regulations are included under this category.

e. All-Cargo Operations (CARGO)

Scheduled all-cargo flights (domestic and international) are included under this category.

Also displayed in this Exhibit are the peak hour of operations, operations in the peak hour, and operations per peak hour as a per cent of the total day.

Exhibit II - Hourly Passenger and Aircraft Movement Profiles
for the Average Day in August, 1973

This Exhibit consists of information derived from a merge of OAG with CAB Service Segment Data displayed in an hourly format. It includes aggregated domestic passenger and aircraft movement data for all domestic trunk and regional flights by CAB certificated carriers. (Flights by U.S. flag, foreign flag, intrastate, helicopter, and commuter carriers are excluded.) This exhibit, therefore, includes data reported by the 11 trunk and 16 regional type carriers listed in sections a. and b.(1), respectively, in the preceding exhibit description.

The columns labeled "CAB" include passengers and seats that were reported in CAB Service Segment Data. The columns labeled "EST" were intended for estimating passengers and seats for excluded flights (U.S. flag, foreign flag, intrastate, and commuter carriers). Because it was decided not to develop estimates at this time, zeros appear in the two "EST" columns. Instead, in Volume II, Parts A and B list all flights that could have been estimated. Work spaces are provided so that the reader can develop his own estimate of monthly passengers, available seats, flight frequency, and aircraft category.

The column titled "THRU PAX" includes all through passengers on flights where the next down-line station is within the United States. It, therefore, excludes through passengers where the next stop is a foreign point outside the U.S.

With regard to the five airports in Hawaii that are included in Exhibit II, Aloha Airlines (TS) reported several flights on the CAB Service Segment Data that were not included in the OAG. Since departure and arrival time information was unknown, these flights were arbitrarily listed between 0300 and 0400 to insure that this passenger and aircraft movement information is included in the study.

Exhibit III - City-Pair Data for Average Day in August, 1973

This Exhibit was produced from the same source as Exhibit II, the merged OAG and CAB Service Segment Data. It includes the same carriers and flights as covered in Exhibit II.

All flights are tabulated as they were actually flown and not necessarily as scheduled in the OAG. For example, any flight diversions due to weather, equipment problems, etc., are included as reported in the CAB Service Segment Data.

It should be noted that, where only one flight was performed by an airline in a city-pair market, zero aircraft movements are indicated. In the process of determining the average day, one flight divided by 31 days in August is less than 0.05 movements per average day. In rounding off to the nearest tenth of a movement, this one flight is displayed as zero. Normally such a single flight operation occurs only in the event of a diversion from a scheduled city-pair operation.

2. Volume II - Appendix

Part A - Records On OAG File But Not On CAB Service Segment Data File (Departure Airport)

This section includes flights by U.S. flag, foreign flag, intrastate, helicopter, and commuter carriers. The flights are listed alphabetically by departure airport in city-pair sequence, along with airline, flight number, departure and arrival times, weekly frequency, and equipment type. Also included are work spaces for manually estimating monthly frequency, available seats, passengers, and equipment category.

Part B - Records On OAG File But Not On CAB Service Segment Data File (Arrival Airport)

This section includes the same data as Part A, but the flights are arranged alphabetically by arrival airport in city-pair sequence.

3. Aircraft Size Categories

Exhibits II and III illustrate aircraft movements by seven categories. The aircraft included under each category are listed below, along with the seating capacity classification used in the ATA Airline Airport Hub Demand Forecasts.

Category 1 (1-60 seats)
YS-11, M-404, F-227, CV-580, etc.

Category 2 (61-80 seats)
DC-9-10, BAC-111, L-188

Category 3 (81-110 seats)
DC-9-30, B-737, B-727-100, CV-880

Category 4 (111-160 seats)
DC-8-10/20/30/40/50, DC-8-62, B-727-200,
B-707 (all series), B-720

Category 5 (161-210 seats)
DC-8-61, DC-8-63

Category 6 (211-340 seats)
DC-10 (all series), L-1011

Category 7 (341-500 seats)
B-747

4. "Average Day in August, 1973"

In Exhibit I, the "average day" is calculated by taking the number of days each flight was scheduled to operate during August, as reported in the OAG, and dividing by 31. All the flights are then aggregated by hour.

In Exhibits II and III, it is obtained by taking the monthly frequency of each flight along with its passengers and available seats, as reported in CAB Service Segment Data, and dividing by 31. All the data are then aggregated by hour for Exhibit II and by city pair and airline for Exhibit III.

In the averaging process of aircraft movements for the three Exhibits, the numbers are rounded to the nearest tenth of a flight. For example, a flight that is performed four times during the month, the "average daily" movement is designated as 0.1.

5. Trans-Border Canadian Cities

Most of the flight activity to and from trans-border Canadian cities is included in Exhibits II and III, with the exception of Toronto, Ontario, Canada. The flights that did not merge are listed in Volume II, Appendix. Since all flights between the U.S. and Toronto did not merge, they are included in Volume II.

6. Airport and Airline Codes

Three letter airport and two letter airline codes used in this report are the same as those appearing in the OAG.

7. Merge of The Reuben H. Donnelley Corporation Official Airline Guide and the CAB Service Segment Data

The OAG and CAB Service Segment Data were merged with the use of a computer by matching each airline, flight number, and city-pair in both data sources. The scheduled departure and arrival times from the OAG were added to all the information from the CAB Service Segment Data and used to develop Exhibits II and III.

EXAMPLE OF EXHIBIT I

E-16

CITY, STATE

XXX

SCHEDULED AIRCRAFT MOVEMENTS BY HOUR

FOR AVERAGE DAY IN AUGUST 1973

HOUR	ARRIVALS						DEPARTURES						TOTAL OPERATIONS					
	DOM TNK	REG PAX	INT PAX	COM PAX	CARGO	TOTAL	DOM TNK	REG PAX	INT PAX	COM PAX	CARGO	TOTAL	DOM TNK	REG PAX	INT PAX	COM PAX	CARGO	TOTAL
00	5.1	0.1	0.0	0.0	0.0	5.3	2.0	0.0	0.0	0.0	0.9	2.9	7.1	0.1	0.0	0.0	0.9	8.1
01	5.0	0.0	0.0	0.7	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.7	0.0	5.7
02	0.0	0.0	0.0	0.0	0.9	0.9	1.0	0.0	0.0	0.7	0.0	1.7	1.0	0.0	0.0	0.7	0.9	2.6
03	1.0	0.0	0.0	0.0	2.1	3.1	1.0	0.0	0.0	0.0	0.9	1.9	2.0	0.0	0.0	0.0	3.0	5.0
04	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.1	2.1	2.0	0.0	0.0	0.0	2.1	4.1
05	0.0	0.0	0.0	1.4	0.7	2.1	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.4	0.7	3.1
06	0.0	0.0	0.0	0.0	0.7	0.7	3.9	1.7	0.0	1.4	0.7	7.7	3.9	1.7	0.0	1.4	1.4	8.4
07	3.0	2.7	0.0	0.7	0.0	6.4	10.1	3.0	0.0	0.7	0.7	14.6	13.1	5.7	0.0	1.4	0.7	21.0
08	7.9	3.7	0.9	0.0	0.7	13.1	13.1	5.6	0.7	0.0	0.0	19.4	21.0	9.3	1.6	0.0	0.7	32.6
09	10.9	3.7	0.0	3.3	1.3	19.1	14.4	2.1	0.0	0.0	0.7	17.3	25.3	5.9	0.0	3.3	2.0	36.4
10	9.4	2.0	0.0	0.0	1.0	12.4	10.6	6.7	0.0	1.7	1.3	20.3	20.0	8.7	0.0	1.7	2.3	32.7
11	14.4	5.0	0.7	0.0	0.0	20.1	6.9	3.0	0.0	1.4	0.0	11.3	21.3	8.0	0.7	1.4	0.0	31.4
12	7.1	1.7	0.0	0.0	0.4	9.3	15.9	3.9	1.3	0.0	0.0	21.0	23.0	5.6	1.3	0.0	0.4	30.3
13	9.6	3.0	1.0	0.0	0.7	14.3	10.6	0.9	0.0	0.0	1.4	12.9	20.1	3.9	1.0	0.0	2.1	27.1
14	9.9	3.9	1.0	1.0	0.0	15.7	10.7	5.9	0.0	0.3	0.7	17.6	20.6	9.7	1.0	1.3	0.7	33.3
15	8.6	3.9	1.0	1.0	0.0	14.4	8.9	1.9	1.0	0.7	0.0	12.4	17.4	5.7	2.0	1.7	0.0	26.9
16	15.9	5.9	0.0	0.0	0.3	22.0	14.6	3.7	1.0	0.0	0.0	19.3	30.4	9.6	1.0	0.0	0.3	41.3
17	11.7	4.7	0.0	1.7	0.0	18.1	13.9	4.9	0.0	1.0	0.1	19.9	25.6	9.6	0.0	2.7	0.1	38.0
18	8.4	0.0	1.6	0.7	1.0	11.7	11.6	5.7	1.0	2.4	0.3	21.0	20.0	5.7	2.6	3.1	1.3	32.7
19	17.3	4.9	0.3	0.7	0.0	23.1	7.0	2.0	0.0	0.7	0.3	10.0	24.3	6.9	0.3	1.4	0.3	33.1
20	14.9	3.7	1.0	0.0	0.0	19.6	14.4	3.6	1.4	0.0	1.4	20.9	29.3	7.3	2.4	0.0	1.4	40.4
21	4.0	3.6	0.0	0.0	0.1	7.7	3.9	2.9	1.0	0.0	0.0	7.7	7.9	6.4	1.0	0.0	0.1	15.4
22	11.4	4.0	0.0	0.0	0.7	16.1	5.1	0.1	0.0	0.0	0.1	5.4	16.6	4.1	0.0	0.0	0.9	21.6
23	5.0	2.0	0.0	0.0	0.9	7.9	2.0	1.0	0.0	0.0	0.7	3.7	7.0	3.0	0.0	0.0	1.6	11.6
TOTAL DAY	182.4	58.4	7.4	11.3	11.6	271.1	182.4	58.4	7.4	11.1	12.4	271.9	364.9	116.9	14.9	22.4	24.0	543.0

PEAK HOUR OF OPERATION : 16

OPERATIONS IN PEAK HOUR : 41.3

OPERATIONS PER PEAK HOUR
AS A PERCENT OF TOTAL DAY : 7.6%

NOTE : DUE TO ROUNDING, TOTALS
MAY DIFFER SLIGHTLY FROM
SUMMATION OF COMPONENTS

ORIGINAL PAGE IS
OF POOR QUALITY

EXAMPLE OF EXHIBIT II

CITY, STATE

XXX

HOURLY PASSENGER AND AIRCRAFT MOVEMENT PROFILES

FOR AVERAGE DAY IN AUGUST 1973
(SCHEDULED SERVICE)

LOCAL MOVEMENTS			*****MOVEMENTS BY AIRCRAFT SIZE*****								*****PASSENGER MOVEMENTS*****					*****OUTBOUND***			LOAD FACTORS (PERCENT)		
TIME	ARIV	DPRT	1	2	3	4	5	6	7	TOTAL	CAB	EST	TOTAL	DEPLAN PAX	TOTAL EN+DE	THRU PAX	AVAILABLE CAB	EST SEATS	TOTAL	BORD	OUT
00	5	2	0.1	0.0	4.2	3.0	0.0	0.0	0.0	7.3	71	0	71	266	337	20	213	0	213	33	43
01	5	0	0.0	0.0	1.1	1.0	1.0	1.0	0.9	4.9	0	0	0	304	304	0	0	0	0	0	0
02	0	1	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	7	0	7	0	7	48	230	0	230	3	24
03	1	1	0.0	0.0	1.0	0.9	0.1	0.0	0.0	2.0	55	0	55	4	59	0	139	0	139	40	40
04	2	0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	2.0	0	0	0	63	63	0	0	0	0	0	0
05	0	1	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.9	12	0	12	0	12	27	121	0	121	10	33
06	0	6	1.7	0.0	1.9	1.9	0.0	0.0	0.0	5.5	68	0	68	0	68	0	506	0	506	13	13
07	6	13	5.1	1.0	6.5	5.7	0.0	0.0	0.9	19.3	494	0	494	258	752	29	1267	0	1267	39	41
08	11	19	8.3	0.0	8.8	9.1	1.0	2.0	1.0	30.2	881	0	881	479	1360	12	1929	0	1929	46	46
09	14	17	2.8	0.9	13.1	8.1	1.1	3.9	1.0	30.9	944	0	944	507	1452	141	2366	0	2366	40	46
10	11	17	5.9	0.9	10.0	8.6	1.0	1.0	1.0	28.5	923	0	923	428	1351	56	1915	0	1915	48	51
11	19	10	6.0	0.0	14.1	5.8	1.0	1.9	0.0	28.8	400	0	400	808	1208	86	963	0	963	41	50
12	9	19	4.6	0.0	15.6	5.5	0.0	2.0	0.0	27.7	1012	0	1012	332	1343	164	2041	0	2041	50	58
13	13	11	1.9	1.0	11.9	7.2	1.0	1.0	0.0	24.0	667	0	667	630	1297	4	1275	0	1275	52	53
14	14	17	6.8	1.0	15.1	6.4	0.0	1.0	0.0	30.3	637	0	637	541	1178	118	1618	0	1618	39	47
15	12	10	3.8	1.0	11.9	4.4	0.0	0.0	1.0	22.1	458	0	458	643	1101	19	929	0	929	49	51
16	22	18	7.7	1.0	15.8	11.7	1.0	1.9	1.0	40.2	1037	0	1037	1292	2329	126	1862	0	1862	56	62
17	16	19	8.6	0.0	9.1	12.5	1.2	2.0	1.9	35.3	1228	0	1228	952	2179	207	2491	0	2491	49	58
18	9	17	4.8	0.0	10.3	10.3	0.3	0.0	0.0	25.7	969	0	969	530	1499	160	1610	0	1610	60	70
19	21	9	3.9	1.0	15.2	6.1	0.1	3.0	0.9	30.2	419	0	419	1427	1846	64	897	0	897	47	54
20	19	18	5.5	1.0	13.0	10.6	1.7	3.9	0.9	36.7	717	0	717	1157	1874	201	2307	0	2307	31	40
21	8	7	6.5	0.0	2.5	4.4	0.0	1.0	0.0	14.4	211	0	211	231	442	55	704	0	704	30	38
22	15	5	3.4	1.0	4.9	8.7	1.0	0.0	1.0	20.0	352	0	352	618	970	43	733	0	733	48	54
23	7	3	3.3	0.0	2.1	3.2	0.7	0.9	0.0	10.2	52	0	52	303	355	14	321	0	321	16	20
TOTAL DAY	239	239	90.8	9.9	189.0	137.1	12.5	27.5	11.5	478.1	11615	0	11615	11773	23387	1593	26437	0	26437	44	50

NOTES TO EXHIBITS II AND III

1) NON-REVENUE PASSENGERS EXCLUDED

2) BOARDING LOAD FACTOR = $\frac{\text{TOTAL ENPLANEMENTS}}{\text{TOTAL AVAILABLE SEATS}}$

3) OUTBOUND LOAD FACTOR = $\frac{\text{TOTAL ENPLANEMENTS} + \text{TOTAL DOMESTIC THROUGH PASSENGERS}}{\text{TOTAL AVAILABLE SEATS}}$

4) SOURCES OF DATA: MERGED OAG AND CAB - SERVICE SEGMENT DATA FILES

5) DUE TO ROUNDING, TOTALS MAY DIFFER SLIGHTLY FROM SUMMATION OF COMPONENTS

EXAMPLE OF EXHIBIT III

CITY PAIR DATA BETWEEN CITY 1 AND CITY 2

CITY 1 AIRPORT - XXX

FOR AVERAGE DAY IN AUGUST 1973
(SCHEDULED SERVICE)

E-18

***** AIRCRAFT MOVEMENTS *****													PAX OUT OF CITY 1			PAX INTO CITY 1			** AVAILABLE SEATS ** (PERCENT)				
*** TOTALS BY AIRCRAFT SIZE ***													OVER CITY PAIR ROUTE			OVER CITY PAIR ROUTE			1 TO 2			2 TO 1	
CITY AIR- 2 LINE	1 TO 2	2 TO 1	1	2	3	4	5	6	7	TOTL	ENPLAN	THRU	TOTAL	DEPLAN	THRU	TOTAL	1 TO 2	2 TO 1	TOTAL	BORD	OUT	LOAD FACTORS 1 TO 2	
ABY SO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	2	0	2	15	15		
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	2	0	2	15	15		
ATL DL	6.9	8.0	0.0	0.0	6.5	4.7	3.7	0.0	0.0	15.0	511	28	539	494	127	621	948	994	1942	54	57		
EA	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	4.0	111	0	111	145	0	145	223	226	449	50	50		
TOTALS	8.9	10.0	0.0	0.0	8.5	6.7	3.7	0.0	0.0	19.9	622	28	650	639	127	767	1171	1220	2390	53	55		
BHM DL	2.0	1.0	0.0	0.0	1.8	1.2	0.0	0.0	0.0	3.0	49	49	98	43	6	50	231	97	318	21	42		
SO	3.9	4.0	0.0	0.0	7.9	0.0	0.0	0.0	0.0	8.0	113	18	132	111	15	126	296	302	598	38	44		
TOTALS	6.0	5.0	0.0	0.0	9.7	1.2	0.0	0.0	0.0	11.0	162	67	230	154	21	176	527	390	916	31	44		
BNA AA	2.9	3.0	0.0	0.0	2.9	2.9	0.0	0.0	0.0	5.9	99	31	131	102	50	152	325	306	631	31	40		
AL	4.0	3.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7.1	156	0	156	111	0	111	397	313	710	39	39		
BN	2.0	2.0	0.0	0.0	3.9	0.1	0.0	0.0	0.0	4.0	85	43	128	56	44	100	206	202	407	41	67		
PI	3.0	2.8	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	95	0	95	89	0	89	270	255	525	35	35		
SO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1	0	1	0	0	0	1	2	4	55	55		
TOTALS	11.9	11.0	0.0	0.0	19.7	3.0	0.0	0.0	0.0	22.8	436	75	511	358	94	452	1199	1078	2277	36	43		
BTR SO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	2	2	0	0		
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	2	2	0	0		
CHA SO	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	53	0	53	58	0	58	114	114	227	47	47		
UA	1.0	1.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	37	26	63	28	28	56	96	101	197	38	66		
TOTALS	2.5	2.5	0.0	0.0	2.0	0.0	0.0	0.0	0.0	5.1	90	26	116	85	28	113	210	214	424	43	55		
CLT PI	0.9	1.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	1.9	36	0	36	43	0	43	78	90	168	47	47		
UA	1.0	1.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	9	15	24	10	16	26	96	93	189	9	25		
TOTALS	1.9	2.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	3.8	45	15	60	53	16	69	174	183	357	26	35		
CVG AA	2.0	2.0	0.0	0.0	2.0	1.9	0.0	0.0	0.0	4.0	53	18	70	75	26	101	186	239	425	28	38		
TOTALS	2.0	2.0	0.0	0.0	2.0	1.9	0.0	0.0	0.0	4.0	53	18	70	75	26	101	186	239	425	28	38		
CAL AA	6.0	4.9	0.0	0.0	5.4	3.5	0.0	2.0	0.0	10.9	291	106	397	242	95	337	776	642	1419	39	51		
BN	3.0	3.0	0.0	0.0	5.9	0.1	0.0	0.0	0.0	6.0	82	87	169	111	91	202	304	307	610	27	56		
TOTALS	9.0	7.9	0.0	0.0	11.3	3.6	0.0	2.0	0.0	16.9	373	193	567	353	187	540	1080	949	2029	35	52		
DAY AA	2.0	0.0	0.0	0.0	0.9	1.1	0.0	0.0	0.0	2.0	46	57	103	0	0	0	217	0	217	21	48		
TOTALS	2.0	0.0	0.0	0.0	0.9	1.1	0.0	0.0	0.0	2.0	46	57	103	0	0	0	217	0	217	21	48		
DCA AA	2.0	3.0	0.0	0.0	2.0	3.0	0.0	0.0	0.0	5.0	69	59	129	108	62	170	214	335	549	32	60		
BN	2.0	2.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	46	67	113	54	66	119	201	204	405	23	56		
TOTALS	3.9	5.0	0.0	0.0	5.9	3.0	0.0	0.0	0.0	8.9	115	126	241	161	128	289	415	539	954	28	58		

**AIRCRAFT MOVEMENT AND PASSENGER DATA
TOP 100 U.S. AIRPORTS
AVERAGE DAY FOR AUGUST, 1973**

VOLUME II: APPENDIX



AIR TRANSPORT ASSOCIATION OF AMERICA
1709 NEW YORK AVENUE, N.W.,
WASHINGTON, D.C. 20006

MAY, 1975

AIRCRAFT MOVEMENT AND PASSENGER DATA

TOP 100 U.S. AIRPORTS

Average Day for August, 1973

Volume II: Appendix

The data developed herein are a merge of The Reuben H. Donnelley Corporation Official Airline Guide and Civil Aeronautics Board Service Segment Data for August, 1973. These data were produced for the explicit purpose of assisting in the development of individual ATA Airline Airport Hub Demand Forecasts.



AIR TRANSPORT ASSOCIATION OF AMERICA

1709 New York Avenue, N. W.

Washington, D. C. 20006

May, 1975

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Air Transport Association of America

This project was a joint effort between the Airport Affairs Department and the Economics and Finance Department of the Air Transport Association of America, in coordination with ATA's Economic Analysis and Forecasting Committee. A computer software firm was retained to develop the aircraft movement and passenger data for the top 100 airports.

CONTENTS

Volume II is the Appendix to the Technical Report. It contains records that are on the OAG file but not on the CAB Service Segment Data file. This Appendix is divided into two parts as follows:

	<u>Page No.</u>
<p><u>Part A</u> <u>Records On OAG File But Not On CAB Service Segment Data File (Departure Airport)</u></p> <p style="margin-left: 40px;">This section includes flights by U.S. flag foreign flag, intrastate, helicopter, and commuter carriers. The flights are listed alphabetically by departure airport in city-pair sequence along with airline, flight number, departure and arrival times, weekly frequency, and equipment type. Also included are work spaces for manually estimating monthly frequency, available seats, passengers, and equipment category.</p>	1
<p><u>Part B</u> <u>Records On OAG File But Not On CAB Service Segment Data File (Arrival Airport)</u></p> <p style="margin-left: 40px;">This section includes the same data as Part A, but the flights are arranged alphabetically by arrival airport in city-pair sequence.</p>	254

For further information on how this Appendix relates to Volume I, Technical Report, consult the Introduction and the Definitions and Technical Notes contained in Volume I.

PART A

RECORDS ON OAG FILE BUT NOT ON CAB -
SERVICE SEGMENT DATA FILE
(DEPARTURE AIRPORT)

SAMPLE PAGE FROM PART A

RECORDS ON OAG FILE BUT NOT ON CAB - SERVICE SEGMENT DATA FILE

CITY-PAIR	AIRLINE	FLT NO.	DEPART TIME	ARRIVAL TIME	WEEKLY FREQ	EQUIP TYPE	MONTHLY CAT	ATA FREQ	ESTIMATES SEATS	PAX
ABE-BAL	AK	31	745	830	5	TB99	---	---	---	---
ABE-BAL	AK	207	1615	1700	5	TB99	---	---	---	---
ABE-BDL	AK	34	825	925	5	TB99	---	---	---	---
ABE-DCA	AK	733	1700	1755	1	TB99	---	---	---	---
ABE-DCA	AK	41	1700	1755	5	TB99	---	---	---	---
ABE-EWR	UQ	500	700	730	5	TBTP	---	---	---	---
ABE-EWR	UQ	502	1235	1305	5	TBTP	---	---	---	---
ABE-EWR	UQ	507	1800	1830	1	TBTP	---	---	---	---
ABE-EWR	UQ	504	1850	1920	5	TBTP	---	---	---	---
ABE-JFK	VM	77	1615	1650	5	TB99	---	---	---	---
ABE-JFK	VM	97	1615	1650	5	TB99	---	---	---	---
ABE-JFK	VM	150	1615	1650	5	TB99	---	---	---	---
ABE-JFK	VM	62	1615	1650	5	TB99	---	---	---	---
ABE-JFK	VM	163	1850	1925	5	TB99	---	---	---	---
ABE-JFK	VM	91	1850	1925	5	TB99	---	---	---	---
ABE-JFK	VM	95	2055	2135	5	PHRN	---	---	---	---
ABE-MDT	AK	35	1055	1120	5	TB99	---	---	---	---
ABE-MDT	AK	64	1925	1950	5	TB99	---	---	---	---
ABE-MDT	AK	746	2010	2045	1	TB99	---	---	---	---
ABE-PHL	AK	303	730	800	5	TB99	---	---	---	---
ABE-PHL	AK	647	830	900	1	TB99	---	---	---	---
ABE-PHL	AK	105	1110	1140	5	TB99	---	---	---	---
ABE-PHL	AK	605	1130	1200	1	TB99	---	---	---	---
ABE-PHL	AK	45	1515	1545	5	TB99	---	---	---	---
ABE-PHL	AK	705	1720	1750	1	TB99	---	---	---	---

* DENOTES MULTIPLE RECORDS FOR FLIGHT

PART B

RECORDS ON OAG FILE BUT NOT ON CAB -
SERVICE SEGMENT DATA FILE
(ARRIVAL AIRPORT)

SAMPLE PAGE FROM PART B

RECORDS ON OAG FILE BLT NOT ON CAB - SERVICE SEGMENT DATA FILE

CITY-PAIR	AIRLINE	FLT NO.	DEPART TIME	ARRIVAL TIME	WEEKLY FREQ	EQUIP TYPE	MONTHLY CAT	ATA FREQ	ESTIMATES SEATS	PAX
BAL-ABE	AK	36	1045	1130	5	TB99	---	---	---	---
BAL-ABE	AK	206	1915	2000	5	TB99	---	---	---	---
BDL-ABE	AK	35	945	1045	5	TB99	---	---	---	---
DCA-ABE	AK	32	955	1050	5	TB99	---	---	---	---
DCA-ABE	AK	54	1655	1750	5	TB99	---	---	---	---
DCA-ABE	AK	732	1815	1910	1	TB99	---	---	---	---
DCA-ABE	AK	64	1815	1910	5	TB99	---	---	---	---
EWR-ABE	UQ	501	745	815	5	TBTP	---	---	---	---
EWR-ABE	UQ	503	1325	1355	5	TBTP	---	---	---	---
EWR-ABE	UQ	508	1900	1930	1	TBTP	---	---	---	---
EWR-ABE	UQ	505	1940	2010	5	TBTP	---	---	---	---
JFK-ABE	VM	88	2000	2040	5	PHRN	---	---	---	---
JFK-ABE	VM	155	2000	2040	5	TB99	---	---	---	---
MDT-ABE	AK	34	735	805	5	TB99	---	---	---	---
PHL-ABE	AK	30	700	730	5	TB99	---	---	---	---
PHL-ABE	AK	604	945	1015	1	TB99	---	---	---	---
PHL-ABE	AK	102	1030	1100	5	TB99	---	---	---	---
PHL-ABE	AK	324	1430	1500	5	TB99	---	---	---	---
PHL-ABE	AK	204	1530	1600	5	TB99	---	---	---	---
PHL-ABE	AK	212	1625	1655	5	TB99	---	---	---	---
PHL-ABE	AK	704	1640	1710	1	TB99	---	---	---	---
PHL-ABE	AK	222	1930	2000	5	TB99	---	---	---	---
PHL-ABE	AK	746	1930	2000	1	TB99	---	---	---	---
PHL-ABE	AK	702	2120	2150	1	TB99	---	---	---	---
PHL-ABE	AK	202	2120	2150	5	TB99	---	---	---	---

* DENOTES MULTIPLE RECORDS FOR FLIGHT

APPENDIX F

THE CIVIL AERONAUTICS BOARD DATA
FOR COMMUTER CARRIERS

Description of Commuter Origin-Destination Data Bank*

Commuter Air Carrier Statistics: Online Origin and Destination

Coverage: Approximately 2,500 records per quarter from the fourth quarter of 1969 to the fourth quarter of 1973 of domestic and international data by world area, city, and airport.

Status: Copied.

This file is created quarterly under part 198 of the Economic Regulations of the CAB and details the number of passengers and amount of mail and cargo transported by commuter air carriers between pairs of cities in scheduled service.

Statistics are totals per month for travel by each airline between each pair of airports. Recorded data include year and month, airport code and name for both origin and destination, distance, and revenue passengers, cargo, and mail carried.

Restrictions: Restricted for 1 year after the close of the year to which the data relate. Requests for access to restricted data should be directed to: Dockets Section, Civil Aeronautics Board, 1825 Connecticut Ave., N.W., Washington, D.C. 20428.

Order number: 373-179(H)

*United States Archives and Records Service, Catalog of Machine-Readable Records in the National Archives of the United States (Washington, D.C. 1975), pp. 11-13.

SPECIMEN OF COMMUTER CARRIER DATA

COMMUTER AIR CARRIER ACTIVITY AT BOSTON, MASSACHUSETTS
(MARKETS ARRANGED IN ALPHABETIC ORDER)
YEAR ENDED DECEMBER 1974

TABLE 01

F-2

CITY	STATE CODE	AP CODE	CITY	STATE CODE	AP CODE	MILES	CARRIER CODE	NO. OF PSGRS.	CARGO	MAIL	PASSENGERS MILES
BOSTON, MASSACHUSETTS	MA	BOS	AKRON, OHIO	OH	AKR	548	TNE		475		
BOSTON, MASSACHUSETTS	MA	BOS	AKRON/CANTON, OHIO	OH	CAK	549	TNE		4292		
BOSTON, MASSACHUSETTS	MA	BOS	AUGUSTA, MAINE	ME	AUG	148	XQZ	28421	77874	28555	4206308
BOSTON, MASSACHUSETTS	MA	BOS	BALTIMORE, MARYLAND	MD	BAL	370	DUZ		269833		
BOSTON, MASSACHUSETTS	MA	BOS	BALTIMORE, MARYLAND	MD	BAL	370	TNE		3486		
BOSTON, MASSACHUSETTS	MA	BOS	BANGOR, MAINE	ME	BGR	201	QOZ	5298	12584		1064898
BOSTON, MASSACHUSETTS	MA	BOS	BAR HARBOR, MAINE	ME	BHB	196	QOZ	12833	1948		2515264
BOSTON, MASSACHUSETTS	MA	BOS	BEDFORD, MASS.	MA	BED	16	AIS	7			112
BOSTON, MASSACHUSETTS	MA	BOS	BERLIN, NEW HAMPSHIRE	NH	BML	153	ZMZ	358	35		54774
BOSTON, MASSACHUSETTS	MA	BOS	BINGHAMTON, NEW YORK	NY	BGM	255	CMD	39			9945
BOSTON, MASSACHUSETTS	MA	BOS	BRIDGEPORT, CONN.	CT	BDR	137	PMT	5064	2348		693768
BOSTON, MASSACHUSETTS	MA	BOS	BUFFALO, NEW YORK	NY	BUF	396	DUZ		17860		
BOSTON, MASSACHUSETTS	MA	BOS	BUFFALO, NEW YORK	NY	BUF	396	TNE		92003		
BOSTON, MASSACHUSETTS	MA	BOS	BURLINGTON, VERMONT	VT	BTU	181	XQZ	24905	70078	8867	4507805
BOSTON, MASSACHUSETTS	MA	BOS	DETROIT, MICH.	MI	DET	614	SNC		116370		
BOSTON, MASSACHUSETTS	MA	BOS	DETROIT, MICH.	MI	DTW	632	SNC		38790		
BOSTON, MASSACHUSETTS	MA	BOS	DETROIT, MICH.	MI	DTW	632	TNE		80275		
BOSTON, MASSACHUSETTS	MA	BOS	GROTON, CONN.	CT	GUN	89	PMT	2948	13528		262372
BOSTON, MASSACHUSETTS	MA	BOS	HARRISBURG, PA.	PA	MDT	335	DUZ		701		
BOSTON, MASSACHUSETTS	MA	BOS	HARTFORD, CONNECTICUT	CT	BDL	91	PMT	1505	386		136955
BOSTON, MASSACHUSETTS	MA	BOS	HARTFORD, CONNECTICUT	CT	BDL	91	TNE		32113		
BOSTON, MASSACHUSETTS	MA	BOS	HYANNIS, MASS.	MA	HYA	61	XQZ	42306	101788	82385	2580666
BOSTON, MASSACHUSETTS	MA	BOS	KEENE, NEW HAMPSHIRE	NH	EEN	74	RAS		972		71928
BOSTON, MASSACHUSETTS	MA	BOS	KEENE, NEW HAMPSHIRE	NH	EEN	74	ZMZ		230		17020
BOSTON, MASSACHUSETTS	MA	BOS	LACONIA, N. H.	NH	LGI	86	ZMZ	8004	59554		668344
BOSTON, MASSACHUSETTS	MA	BOS	LEBANON, N.H.	NH	LEB	109	XQZ	27018	296161	261753	2944962
BOSTON, MASSACHUSETTS	MA	BOS	LEWISTON, MAINE	ME	LEW	122	XQZ	3951	93670	21	482022
BOSTON, MASSACHUSETTS	MA	BOS	MANCHESTER, N. H.	NH	MHT	45	TNE		330972		
BOSTON, MASSACHUSETTS	MA	BOS	MARTHA'S VINYRD, MASS	MA	MVY	70	XQZ	21947	50923	17437	1536290
BOSTON, MASSACHUSETTS	MA	BOS	MONTPELIER, VERMONT	VT	MPV	149	XQZ	13530	56334	10477	2015970
BOSTON, MASSACHUSETTS	MA	BOS	NANTUCKET, MASS.	MA	ACK	91	XQZ	34258	82312	31288	3117478
BOSTON, MASSACHUSETTS	MA	BOS	NASHUA, NEW HAMPSHIRE	NH	ASH	38	RAS	253			9614
BOSTON, MASSACHUSETTS	MA	BOS	NEWARK, N. J.	NJ	EWK	201	AIS	7			1407
BOSTON, MASSACHUSETTS	MA	BOS	NEWARK, N. J.	NJ	EWK	201	DUZ		1646973		
BOSTON, MASSACHUSETTS	MA	BOS	NEWARK, N. J.	NJ	EWK	201	SNC		102204		
BOSTON, MASSACHUSETTS	MA	BOS	NEW BEDFORD, MASS.	MA	EWB	48	XQZ	1222	5127		58656
BOSTON, MASSACHUSETTS	MA	BOS	NEW HAVEN, CONN.	CT	HVN	123	PMT	8608	5039		1058784
BOSTON, MASSACHUSETTS	MA	BOS	NEWPORT, RHODE ISLAND	RI	NPT	59	NPT	1125			66375
BOSTON, MASSACHUSETTS	MA	BOS	NEWPORT, VERMONT	VT	EFK	185	ZMZ	29			5365
BOSTON, MASSACHUSETTS	MA	BOS	NEW YORK, N.Y.	NY	JFK	187	DUZ		262227		

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OF POOR QUALITY

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OF POOR QUALITY

COMMUTER ACTIVITY WITHIN MILEAGE INTERVAL 1 - 2000 MILES
(MARKETS ARRAYED IN DESCENDING ORDER BY MILEAGE)
YEAR ENDED DECEMBER 1974

TABLE 02

CITY	STATE CODE	AP CODE	CITY	STATE CODE	AP CODE	MILES	CARRIER CODE	NO. OF PSGRS.	CARGO	MAIL	PASSENGERS MILES
ATLANTA, GEORGIA	GA	ATL	STATESBORO, GEORGIA	GA	THK	175	GLY	229	8760		40075
BURLINGTON, VERMONT	VT	BTU	SYRACUSE, NEW YORK	NY	SYR	175	AND	632			110600
CHARLOTTE, N. C.	NC	CLT	LYNCHBURG, VIRGINIA	VA	LYH	175	HXX		3668		
DALLAS/FORT WORTH A/P	TX	DFW	OKLAHOMA CITY, OKLA.	OK	OKC	175	ROS		357746		
							TRC				
MARTHA'S VINYARD, MASS	MA	MVY	NEW YORK, N.Y. LGA	NY	LGA	175	XQZ	8301	3502		1452675
MIAMI, FLA. SPB	FL	3BU	NASSAU, BAH. IS. SPB	BI	QNS	175	OGT	2478	25601		433650
MINNEAPOLIS, MINN.	MN	MSP	MUSINEE, WIS. CENT. APT	WI	CWA	175	WIS	1761	18313		308175
RED BLUFF, CALIF.	CA	RBL	SAN FRANCISCO, CA. SFO	CA	SFO	175	SPA		352		
SALT LAKE CITY, UTAH	UT	SLC	TWIN FALLS, IDAHO	ID	TWF	175	TMG	4918	25833		860650
BILLINGS, MONTANA	MT	BIL	HELENA, MONTANA	MT	HLN	174	CMB			420868	
CHICAGO, ILL. ORD	IL	ORD	SPRINGFIELD, ILLINOIS	IL	SPI	174	BAS			9844	
CLARKSBURG, W. VA.	WV	CKB	WASHINGTON, D.C. DCA	DC	DCA	174	RZZ	1599	2074	432	278226
ELMIRA, NEW YORK	NY	ELM	NEWARK, N.J.	NJ	EWK	174	CRA	673			117102
GRAND CANYON, ARIZONA	AZ	GCN	PHOENIX, ARIZONA	AZ	PHX	174	COC	2041	1133		355134
LOS ANGELES, CAL. LAX	CA	LAX	PASO ROBLES, CALIF.	CA	PRB	174	SWT	2186	6839		380364
PASCO, WASH.	WA	PSC	PORTLAND, OREGON	OR	POX	174	CCD	1759	1807	391376	306066
PASCO, WASH.	WA	PSC	SEATTLE, WASH. BOE. FLD	WA	SEA	174	CCD	24	275		4176
SAN ANGELO, TEXAS	TX	SJT	SAN ANTONIO, TEXAS	TX	SAT	174	MAV	183	273		31842
TAMPA, FLORIDA	FL	TPA	WEST PALM BEACH, FLA.	FL	PBI	174	SNE	20			3480
EUREKA, CALIFORNIA	CA	EKA	SANTA ROSA, CALIF.	CA	STS	173	EKA	189			32697
LAS VEGAS, NEVADA	NV	LAS	PALM SPRINGS, CALIF	CA	PSP	173	HSZ	6450	10		1115850
LOS ANGELES, CAL. LAX	CA	LAX	VISALIA, CALIFORNIA	CA	VIS	173	SWT	874	416		151202
CHICAGO, ILL. MDW	IL	MDW	JACKSON, MICHIGAN	MI	JXN	172	EEZ			18362	
HARRISBURG, PA. MDT	PA	MDT	WHITE PLAINS, N. Y.	NY	HPN	172	AAK	193	1288		33198
PASCO, WASH.	WA	PSC	SEATTLE, WASH. SEA	WA	SEA	172	CCD	2719	4438		467668
HONOLULU, OAHU, HAWAII	HI	HNL	KAMUFLA, HAWAII	HI	MUE	171	HRA	3891	341155		665361
							RHA				
MINNEAPOLIS, MINN.	MN	MSP	WIS. RAPIDS, WIS.	WI	ISW	171	MIS	844	2777		144324
BAKER, OREGON	OR	BKE	REDMOND, OREGON	OR	RDM	170	CLA	40			6800
CAPE GIRARDEAU, MO.	MO	CGT	JEFFERSON CITY, MO	MO	JEF	170	TMA	107	115		18190
ELKHART, INDIANA	IN	EKI	SHEBOYGAN, WIS.	WI	SBM	170	WIS	41	2357		6970
LA GRANDE, OREGON	OR	LGD	REDMUND, OREGON	OR	RDM	170	CLA	54			9180
NEW YORK, N.Y. JFK	NY	JFK	WILLIAMSPORT, PENNA.	PA	IPT	170	DUZ		24372		
ALLENTOWN, PENNA.	PA	ABE	HARTFORD, CONNECTICUT	CT	BOL	169	AAR	3349	2306		565981
BALTIMORE, MARYLAND	MD	BAL	NEWARK, N.J.	NJ	EWK	169	DUZ		250121	4040000	
							PHK				
GRAND CANYON, ARIZONA	AZ	GCN	LAS VEGAS, NEVADA	NV	LAS	169	HSZ	72158			12194702
HAVRE, MONTANA	MT	HVR	HELENA, MONTANA	MT	HLN	169	CMB			3892	
HONOLULU, OAHU, HAWAII	HI	HNL	KATLUA, KONA, HAWAII	HI	KOA	169	ALI	2171	195880		366899
							HRA				

COMMUTER MARKETS HAVING 1 - 500000 PASSENGERS
(MARKETS ARRAYED IN DESCENDING ORDER BY PASSENGERS)
YEAR ENDED DECEMBER 1974

TABLE 03

CITY	STATE CODE	AP CODE	CITY	STATE CODE	AP CODE	MILES	CARRIER CODE	NO. OF PSGRS.	CARGO	MAIL	PASSENGERS MILES
FRANKLIN, PENNA.	PA	FKL	PITTSBURGH, PENNA.	PA	PIT	64	CRO	15998	110342	108926	1023872
GROTON, CONN.	CT	GON	WASHINGTON, D.C. DCA	DC	DCA	315	RAN	15799			4976685-
DALLAS/FT. WORTH A/P	TX	DFW	TEMPLE, TEXAS	TX	TPL	122	RIQ	15791	40958		1926502
							TRC				
CLEVELAND, OHIO CLE	OH	CLE	MANSFIELD, OHIO	OH	MFD	54	GCS	15225	7375	227105	822150
ANCHORAGE, ALASKA	AK	ANC	HOMER, ALASKA	AK	HUM	117	AAZ	15210	255844	49994	1779570
ATLANTA, GEORGIA	GA	ATL	HILTON HEAD, S. C.	SC	HHH	239	ASO	15070	21123		3601730
EL CENTRO, CALIFORNIA	CA	IPL	SAN DIEGO, CALIFORNIA	CA	SAN	94	IMP	14829	128160		1393926
OAK HARBOR, WASH.	WA	OAB	SEATTLE, WASH. SEA	WA	SEA	58	OAK	14615	114169		847670
BOISE, IDAHO	ID	BOI	SUN VALLEY/HAILFY, ID	ID	SUN	96	KEE	14559	43281		1397664
							TMG				
NASSAU, BAHAMA ISL.	BI	NAS	WEST PALM BEACH, FLA.	FL	PBI	199	MAC	14294	22136		2844506
							SNE				
LOS ANGELES, CAL. LAX	CA	LAX	MAMMOTH LAKES, CALIF	CA	MMH	256	TSA	14257	9157		3649792-
BLOOMINGTON, INDIANA	IN	BMG	CHICAGO, ILL. ORD	IL	ORD	207	VER	14224	92348	46940	2944368
INYOKERN, CALIFORNIA	CA	IYK	LOS ANGELES, CAL. LAX	CA	LAX	123	GLW	14080	44080		1731840
JAMESTOWN, NEW YORK	NY	JHW	PITTSBURGH, PENNA.	PA	PIT	125	CHA	13962	143532	47519	1745250
ATLANTIC CITY, N. J.	NJ	ACY	NEWARK, N. J.	NJ	EWR	88	AVZ	13830	13014	3228	1217040
BOSTON, MASSACHUSETTS	MA	BOS	MONTPELIER, VERMONT	VT	MPV	149	XQZ	13530	56334	10477	2015970
BELLINGHAM, WASH.	WA	BLI	SEATTLE, WASH. SEA	WA	SEA	94	OAK	12985	452185		1220590
HYANNIS, MASS.	MA	HYA	NEW YORK, N.Y. LGA	NY	LGA	197	XQZ	12962	20713	399	2553514
NEW YORK, N. Y. WKW	NY	JRB	PHILADELPHIA, PA WKV	PA	WKV	79	DTN	12936	36183		1021944
SAN FRANCISCO, CA. SFO	CA	SFO	SAN LUIS OBISPO, CAL.	CA	SBP	191	SWT	12910	51342		2465810
BAR HARBOR, MAINE	ME	BHB	BOSTON, MASSACHUSETTS	MA	BOS	196	QOZ	12833	1948		2515268
LOS ANGELES, CAL. LAX	CA	LAX	SANTA MARIA, CALIF.	CA	SMX	135	HPZ	12688	10141	568625	1712880
							SWT				
CAPE MAY, NEW JERSEY	NJ	WWD	PHILADELPHIA, PA. PHL	PA	PHL	62	AVZ	12655	10420		784610
HOUSTON, TEXAS IAH	TX	IAH	LAKE JACKSON, TEXAS	TX	LJN	65	MTR	12342	23698		802230
BLOCK ISLAND, R.I.	RI	BID	WESTERLY, R.I.	RI	WST	17	NEW	12221	114970		207757
MARCO ISL., FLA	FL	QAC	TAMPA, FLORIDA	FL	TPA	148	PBA	12215	361		1807820
ALLEN TOWN, PENNA.	PA	ABE	NEW YORK, N.Y. JFK	NY	JFK	87	MMH	12202	5870		1061574
CHARLESTON, W. VA.	WV	CRW	PITTSBURGH, PENNA.	PA	PIT	164	QSC	12183	4412	189740	1998012
							RZZ				
SYRACUSE, NEW YORK	NY	SYR	WATERTOWN, NEW YORK	NY	ART	61	ANO	12109		379689	73869
							GIL				
BALTIMORE, MARYLAND	MD	BAL	HAGERSTOWN, MARYLAND	MD	HGR	67	HNA	12100	51162	41961	810700
ALBANY, NEW YORK	NY	ALB	BURLINGTON, VERMONT	VT	BTB	124	ANO	12016		403015	1489984
							TBZ				
SAN FRANCISCO, CA. SFO	CA	SFO	SANTA ROSA, CALIF.	CA	STS	66	SPA	12002	91222		792132
							STL				

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COMMUTER AIR CARRIER ACTIVITY OF SUMMIT AIRLINES (DELAWARE AIR FREIGHT)
(MARKETS ARRAYED IN ALPHABETIC ORDER)
YEAR ENDED DECEMBER 1974

TABLE 04

CITY	STATE CODE	AP CODE	CITY	STATE CODE	AP CODE	MILES	CARRIER CODE	NO. OF PSGRS.	CARGO	MAIL	PASSENGERS MILES
ALLENTOWN, PENNA.	PA	ABE	PHILADELPHIA, PA.PHL	PA	PHL	55	DUZ		44243		
ATLANTA, GEORGIA	GA	ATL	BIRMINGHAM, ALABAMA	AL	BHM	134	DUZ		997666		
ATLANTA, GEORGIA	GA	ATL	BRISTOL, TENNESSEE	TN	TRI	227	DUZ		186778		
ATLANTA, GEORGIA	GA	ATL	CHARLOTTE, N. C.	NC	CLT	227	DUZ		1036429		
ATLANTA, GEORGIA	GA	ATL	CHATTANOOGA, TENN.	TN	CHA	106	DUZ		819700		
ATLANTA, GEORGIA	GA	ATL	GREENVILLE, S. C.	SC	GSP	154	DUZ		63749		
ATLANTA, GEORGIA	GA	ATL	HUNTSVILLE, ALABAMA	AL	HSV	151	DUZ		785186		
ATLANTA, GEORGIA	GA	ATL	JACKSONVILLE, FLORIDA	FL	JAX	270	DUZ		116790		
ATLANTA, GEORGIA	GA	ATL	KNOXVILLE, TENNESSEE	TN	TYS	152	DUZ		60392		
BALTIMORE, MARYLAND	MD	BAL	BOSTON, MASSACHUSETTS	MA	BOS	370	DUZ		269833		
BALTIMORE, MARYLAND	MD	BAL	BUFFALO, NEW YORK	NY	BUF	281	DUZ		23197		
BALTIMORE, MARYLAND	MD	BAL	DAYTON, OHIO	OH	DAY	406	DUZ		41262		
BALTIMORE, MARYLAND	MD	BAL	NEWARK, N.J.	NJ	EWK	169	DUZ		250121		
BALTIMORE, MARYLAND	MD	BAL	NEW YORK, N.Y. JFK	NY	JFK	184	DUZ		187398		
BALTIMORE, MARYLAND	MD	BAL	PHILADELPHIA, PA.PHL	PA	PHL	90	DUZ		223788		
BALTIMORE, MARYLAND	MD	BAL	RICHMOND, VIRGINIA	VA	RIC	120	DUZ		86324		
BALTIMORE, MARYLAND	MD	BAL	ROCHESTER, NEW YORK	NY	ROC	277	DUZ		18109		
BALTIMORE, MARYLAND	MD	BAL	WASHINGTON, D.C. DCA	DC	DCA	30	DUZ		5825		
BALTIMORE, MARYLAND	MD	BAL	WILLIAMSPORT, PENNA.	PA	IPT	143	DUZ		13649		
BIRMINGHAM, ALABAMA	AL	BHM	CHARLOTTE, N. C.	NC	CLT	352	DUZ		17724		
BIRMINGHAM, ALABAMA	AL	BHM	CHATTANOOGA, TENN.	TN	CHA	135	DUZ		62		
BIRMINGHAM, ALABAMA	AL	BHM	HUNTSVILLE, ALABAMA	AL	HSV	74	DUZ		1484		
BIRMINGHAM, ALABAMA	AL	BHM	JACKSONVILLE, FLORIDA	FL	JAX	365	DUZ		1325		
BOSTON, MASSACHUSETTS	MA	BOS	BUFFALO, NEW YORK	NY	BUF	396	DUZ		17860		
BOSTON, MASSACHUSETTS	MA	BOS	HARRISBURG, PA. MDT	PA	MDT	335	DUZ		701		
BOSTON, MASSACHUSETTS	MA	BOS	NEWARK, N.J.	NJ	EWK	201	DUZ		1646973		
BOSTON, MASSACHUSETTS	MA	BOS	NEW YORK, N.Y. JFK	NY	JFK	187	DUZ		262227		
BOSTON, MASSACHUSETTS	MA	BOS	PHILADELPHIA, PA.PHL	PA	PHL	281	DUZ		2175419		
BOSTON, MASSACHUSETTS	MA	BOS	PITTSBURGH, PENNA.	PA	PIT	496	DUZ		1860		
BOSTON, MASSACHUSETTS	MA	BOS	RICHMOND, VIRGINIA	VA	RIC	474	DUZ		26053		
BOSTON, MASSACHUSETTS	MA	BOS	ROCHESTER, NEW YORK	NY	ROC	343	DUZ		37369		
BOSTON, MASSACHUSETTS	MA	BOS	SCRANTON, PENNA.	PA	AVP	254	DUZ		423		
BOSTON, MASSACHUSETTS	MA	BOS	TRENTON, NEW JERSEY	NJ	TTN	245	DUZ		222		
BOSTON, MASSACHUSETTS	MA	BOS	WASHINGTON, D.C. DCA	DC	DCA	399	DUZ		618842		
BOSTON, MASSACHUSETTS	MA	BOS	WILLIAMSPORT, PENNA.	PA	IPT	315	DUZ		544		
BRISTOL, TENNESSEE	TN	TRI	CHARLOTTE, N. C.	NC	CLT	120	DUZ		115		
BUFFALO, NEW YORK	NY	BUF	HARRISBURG, PA. MDT	PA	MDT	215	DUZ		1296		
BUFFALO, NEW YORK	NY	BUF	NEWARK, N.J.	NJ	EWK	282	DUZ		68808		
BUFFALO, NEW YORK	NY	BUF	PHILADELPHIA, PA.PHL	PA	PHL	279	DUZ		618842		
BUFFALO, NEW YORK	NY	BUF	RICHMOND, VIRGINIA	VA	RIC	382	DUZ		862		

COMMUTER AIR CARRIER ACTIVITY
(CARRIERS ARRANGED IN ALPHABETIC ORDER)
YEAR ENDED DECEMBER 1974

TABLE 05

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CODE	CARRIER NAME	PASSENGERS	CARGO (LBS)	MAIL (LBS)
✓ EXA	EXECUAIR, INC.	14150	15315	
✓ EJA	EXECUTIVE JET AVIATION			1745234
✓ FAS	FAIRBANKS AIR SERVICE	461	88159	6
✓ SKM	FAYETTEVILLE FLYING SERVICE	23127	127321	
✓ FED	FEDERAL EXPRESS CORPORATION		(1)	21713848
✓ FLI	FLIGHTWAYS CORPORATION	1659		
✓ ATX	FLORENCE AIRLINES	5959	45552	56776
✓ FDA	FLORIDA AIR TAXI	95115	110719	
✓ FON	FONTANA AVIATION, INC.			1920000
✓ GCS	GCS AIRLINES	21586	17746	227105
✓ GAA	GEORGIA AIR, INC.		52603	
✓ GTZ	GILLETTE AVIATION (ANTELOPE AIRLINES)	3240	46380	
✓ GIL	GILLEY AIRWAYS CORPORATION			3260171
✓ GLY	GLYNNAIRE AVIATION, INC.	229	8760	
✓ GLW	GOLDEN WEST AIRLINES	371881	392393	387874
✓ GFK	GRAND FORKS AIRMOTIVE			849687
✓ GLC	GREAT LAKES COMMUTER	8120	36800	
✓ ROS	GREAT WESTERN AIRLINES (ROSS AVIATION)		1700787	20181573
✓ GAS	GREENVILLE AIR SERVICES		92992	
✓ GRS	GROSS AVIATION, INC.	4922	191338	
✓ GUZ	GULF COAST AVIATION, INC.	22071	89110	
✓ HML	HAMILTON AVIATION			11884000
✓ OAK	HARBOR AIRLINES (OAK HARBOR AIRLINES)	32055	616640	
✓ HAS	HAUSSERMANN AVIATION INC.			1114758
✓ COA	HAWKEYE AIRLINES (CENTRAL IOWA AIRLINES)	1160	126005	
✓ HNA	HENSON AVIATION, INC.	128268	350168	158241
✓ HRA	HORIZON AIR SERVICE		1403312	
✓ HOR	HORIZON AIRWAYS, INC.	2559	81886	
✓ MTR	HOUSTON METRO AIRLINES	196269	319000	112879
✓ IMP	IMPERIAL COMMUTER AIRLINES, INC.	14829	128160	
✓ IST	ISLAND AIR TRANSFER	250	1529000	
✓ ISH	ISLAND HELICOPTER	467	390	
✓ ISM	ISLAND MAIL, INC.			1161194
✓ JET	JETSTREAM COMMUTER	997	593	
✓ HKN	JIM HANKINS AIR SERVICE, INC.		600	50200
✓ LHA	LAKE HAVASU AIR SERVICE	1282	1358	
✓ LAW	LAWRENCE AVIATION	11234	12073	
✓ LUT	LUTHI AVIATION, INC.		289797	1217203
✓ MAC	MACKEY INTERNATIONAL	167945	680498	15444
✓ MAN	MANHATTAN AIRLINE		978906	119536

COMMUTER AIR CARRIER ACTIVITY
(CARRIERS ARRAYED IN DECENDING ORDER BY PASSENGERS)
YEAR ENDED DECEMBER 1974

TABLE 06

CODE	CARRIER NAME	PASSENGERS	CARGO (LBS)	MAIL (LBS)
MOU	MOUNTAIN AIR	2508	14895	
MAV	MAVERICK AIRWAYS	2089	95114	
CAR	CANNON AVIATION	2040	619	
SFA	THE SANTA FE AIRLINE COMPANY	2000	82002	
VIA	VIRGIN AIR INC.	1939		
ZIA	ZIA AIRLINES	1894	115291	
HMZ	MONTAUK CARIBBEAN AIRWAYS, INC.	1666		
FLI	FLIGHTWAYS CORPORATION	1659		
LSZ	ALASKA ISLAND AIR, INC.	1616	97120	117181
CBC	CLUB BAJA CALIFORNIA	1568		
CLA	COLUMBIA AIRLINES (LA GRANDE)	1326		
LHA	LAKE HAVASU AIR SERVICE	1282	1358	
VMA	VERO MONMOUTH AIRLINES	1281		
CHI	CHITINA AIR SERVICE	1279	122175	92033
OUZ	SHORTER AIRWAYS, INC.	1237	11760	1635400
RAS	RAINBOW AIR SYSTEMS	1225	32351	
COA	HAWKEYE AIRLINES (CENTRAL IOWA AIRLINES)	1160	12600	
CVA	CATALINA-VEGAS AIRLINES	1139		
JET	JETSTREAM COMMUTER	997	593	
MOA	MISSOURI AIRLINES	626	400	
AAA	ASSOCIATED AVIATION ACTIVITIES	605		
DWA	DAKOTA WEST AIRLINES	601	4460	
ISH	ISLAND HELICOPTER	467	390	
FAS	FAIRBANKS AIR SERVICE	461	88159	6
WHE	WHEELER AIR SERVICE	439	36478	
APD	COASTAL PLAINS AVIATION (APOLLO-LIMA, OH)	381	21583	
MFJ	METRO FLIGHT	339		
TIL	TILCO AIRLINE (TIL AVIATION COMPANY)	339	273	
AAC	ALPINE AIR FREIGHT (ALPINE AIRCRAFT)	321	11125	3774125
OHZ	CARIBBEAN AIR SERVICES	252	7666774	
IST	ISLAND AIR TRANSFER	250	1529000	
WRB	WARBELOWS AIR VENTURES	245	27364	16915
AIS	AIR SPEED	231		
GLY	GLYNNAIRE AVIATION, INC.	229	8760	
VAN	VANGUARD AIRWAYS	80	26655	
PVA	PRECISION VALLEY AVIATION, INC.	14	999343	
CRI	CROWN INT'L AIRLINEE, INC.	12		
SAT	SATELLITE	6		
AAN	AIR AMBULANCE NORTHWEST		68550	
ACF	AIR CHICAGO FREIGHT AIRLINES		171816	

TABLE 07

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COMMUTER AIR CARRIER ACTIVITY
(CARRIERS ARRAYED IN DESCENDING ORDER BY CARGO POUNDAGE)
YEAR ENDED DECEMBER 1974

CODE	CARRIER NAME	PASSENGERS	CARGO (LBS)	MAIL (LBS)
NEW	NEW ENGLAND AIRLINES, INC.	12221	114970	
AAT	AAT AIRLINES, INC.	27336	111281	
RZZ	AEROMECH INC.	92288	109254	73127
SPA	SPORTSMAN AIR CHARTER SERVICE		107549	
AVZ	ATLANTIC CITY AIRLINES, INC.	84063	103308	35727
PHL	PHILLIPS AIRLINES	11724	103217	
JHN	AIR EAST, INC.	13135	97358	473452
LSZ	ALASKA ISLAND AIR, INC.	1616	97120	117181
MAV	MAVERICK AIRWAYS	2089	95114	
GAS	GREENVILLE AIR SERVICES		92992	
GUZ	GULF COAST AVIATION, INC.	22071	89110	
FAS	FAIRBANKS AIR SERVICE	461	88159	6
CIA	CARIBBEAN ISLAND AIRWAYS	10624	87850	
COC	COCHISE AIRLINES	36868	82867	
SFA	THE SANTA FE AIRLINE COMPANY	2000	82002	
HOR	HORIZON AIRWAYS, INC.	2559	81886	
AAN	AIR AMBULANCE NORTHWEST		68550	
COL	COLGAN AIRWAYS CORPORATION	14247	66467	
MES	MESABA AIRLINES	7224	60427	
ZMZ	WINNIPESAUKEE AVIATION, INC.	8727	59589	
SOP	SOUTH PACIFIC ISLAND AIRWAYS	3732	57224	
POC	POCONO AIRLINES, INC.	35401	54567	1146711
AEX	AIREXEC INC.	13828	54360	
MID	MIDWEST COMMUTER AIRLINES	13933	53990	
GAA	GEORGIA AIR, INC.		526035	
MRC	MARCO ISLAND AIRWAYS, INC.	51885	52492	
ILL	AIR ILLINOIS	46239	47194	
GTZ	GILLETTE AVIATION (ANTELOPE AIRLINES)	3240	46380	
TMG	AIR IDAHO (TRANS MAGIC AIRLINES)	11512	45719	
ATX	FLORENCE AIRLINES	5959	45552	56776
FDA	FLORIDA AIR TAXI	95115	110719	
ASD	AMISTAD AIRLINES	3711	42667	
DEA	DOWNEAST AIRLINES, INC.	16719	39659	
GLC	GREAT LAKES COMMUTER	8120	36800	
WHE	WHEELER AIR SERVICE	439	36478	
ACL	AVIATION CONSULTANTS, LTD		36369	
DTN	DOWNTOWN AIRLINES	13028	36183	
PBA	PROVINCETOWN-BOSTON AND NAPLES AIRLINE	130397	35967	6630
MMH	MONMOUTH AIRLINES	48461	35185	3238622
WFS	WHEELER FLYING SERVICE	4821	35040	316200

TABLE 08

COMMUTER AIR CARRIER ACTIVITY
(CARRIERS ARRAYED IN DECENDING ORDER BY MAIL POUNDAGE)
YEAR ENDED DECEMBER 1974

CODE	CARRIER NAME	PASSENGERS	CARGO (LBS)	MAIL (LBS)
DTN	DOWNTOWN AIRLINES	13028	36183	
DUZ	SUMMIT AIRLINES (DELAWARE AIR FREIGHT)		19523909	
DWA	DAKOTA WEST AIRLINES	601	4460	
EDS	ED'S AIRCRAFT SERVICE		30000	
EXA	EXECUAIR, INC.	14150	15315	
FLI	FLIGHTWAYS CORPORATION	1659		
GAA	GEORGIA AIR, INC.		52603	
GAS	GREENVILLE AIR SERVICES		92992	
GLC	GREAT LAKES COMMUTER	8120	36800	
GLY	GLYNNNAIRE AVIATION, INC.	229	8760	
GRS	GROSS AVIATION, INC.	4922	191338	
GTZ	GILLETTE AVIATION (ANTELOPE AIRLINES)	3240	46380	
GUZ	GULF COAST AVIATION, INC.	22071	89110	
HMZ	MONTAUK CARIBBEAN AIRWAYS, INC.	1666		
HOR	HORIZON AIRWAYS, INC.	2559	81886	
HRA	HORIZON AIR SERVICE		1403312	
HSZ	SCENIC AIR LINES, INC. (LAS VEGAS)	81687	78	
HXZ	VIRGINIA AIR CARGO COMPANY		3159158	
ILL	AIR ILLINOIS	46239	47194	
IMP	IMPERIAL COMMUTER AIRLINES, INC.	14829	128160	
ISH	ISLAND HELICOPTER	467	390	
IST	ISLAND AIR TRANSFER	250	1529000	
JCZ	ROCKY MOUNTAIN AIRWAYS	106868	198782	
JET	JETSTREAM COMMUTER	997	593	
KEE	SUN VALLEY KEY (KEY AIRLINES)	36051	256071	
KWZ	DORADO WINGS	16484		
LAW	LAWRENCE AVIATION	11234	12073	
LHA	LAKE HAVASU AIR SERVICE	1282	1358	
MAV	MAVERICK AIRWAYS	2089	95114	
MES	MESABA AIRLINES	7224	60427	
MFJ	METRO FLIGHT	339		
MID	MIDWEST COMMUTER AIRLINES	13933	53990	
MIS	MIDSTATE AIR COMMUTER	48449	258466	
MNZ	CUMBERLAND AIRLINES	14070	630495	
MOA	MISSOURI AIRLINES	626	400	
MOU	MOUNTAIN AIR	2508	14895	
MRC	MARCO ISLAND AIRWAYS, INC.	51885	52492	
NAI	NATIONAL AIR INCORP.		127	
NEW	NEW ENGLAND AIRLINES, INC.	12221	114970	
NPT	NEWPORT AERO, INC.	11245	20841	

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POINTS WITH SCHEDULED COMMUTER AIR CARRIER SERVICE
(POINTS ARRAYED IN ALPHABETIC ORDER)
YEAR ENDED DECEMBER 1974

TABLE 09

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POINT	STATE	AP CODE	NUMBER OF MARKETS	TOTAL PASSENGERS	PASSENGER MILES	COMMUTER(S) SERVING POINT
NAPA, CALIFORNIA	CA	APC	1	942	38622	STL
NAPLES, FLORIDA	FL	APF	2	86052	9736494	PBA
NASHUA, NEW HAMPSHIRE	NH	ASH	1	253	9614	RAS
NASHVILLE, TENNESSEE	TN	BNA	10	6571	860246	OWS AER HML PHR HKN
NASSAU, BAHAMA ISL.	BI	NAS	4	35604	6927668	SNE MAC
NASSAU, BAH. IS. SPB	BI	QNS	1	2478	433650	OGZ
NENANA, ALASKA	AK	ENN	2	1	48	FAS
NEVIS, B.W.I.	NS	NEV	2	49	8160	OHZ CIA
NEWARK, N.J.	NJ	EWR	28	79513	8260047	POC DUZ ROS TBZ SBN AIS MMH MAN AVZ PHR CRA
NEW BEDFORD, MASS.	MA	EWB	5	13525	1694089	SNC XQZ
NEWCASTLE, WYOMING	WY	ECS	2			RDS
NEW HAVEN, CONN.	CT	HVN	7	25522	2139779	PMT
NEW IBERIA, LOUISIAN	LA	ARA	1	2	196	VAN
NEW ORLEANS, LA. NEW	LA	NEW	2			AST HKN
NEW ORLEANS, LA.	LA	MSY	13	50038	7448982	GUZ VAN RAY HKN
NEWPORT, RHODE ISLAND	RI	NPT	2	11245	228381	NPT
NEWPORT, VERMONT	VT	EFK	1	29	5365	ZMZ
NEWPORT NEWS, VA.	VA	PHF	1	44	15048	PHR
NEW ULM, MINNESOTA	MN	ULM	2	4056	329574	NUM
NEW YORK, N.Y.	JFK	JFK	25	154046	14768647	DUZ FLI CMD PMT SBN TNE MMH PHR CRA
NEW YORK, N.Y. LGA	NY	LGA	24	93456	17360665	CSK CMD CRC MAN XQZ ROS TBZ GIL CRS PHR PMT CRA EJA FED
NEW YORK, N.Y. FLU	NY	FLU	3	1666	148180	HMZ
NEW YORK, N. Y. WKW	NY	JRB	3	13441	1039579	DTN ISH
NORFOLK, VIRGINIA	VA	ORF	9	502	77015	AEX WFS CRI POC
NORTH BEND, OREGON	OR	OTH	2			AVM
NORTH ELEUTHRA, BA. IS	BI	ELH	3	14306	3202352	MAC
NORTHWAY, ALASKA	AK	ORT	2	8	2177	PLZ
OAK HARBOR, WASH.	WA	OAB	1	14615	847670	OAK
OAKLAND, CALIFORNIA	CA	OAK	5	1913	379305	VLY EKA
OAKLAND, MARYLAND	MD	WFC	1	725	22475	MNZ
OCALA, FLORIDA	FL	OCF	10	7110	713510	VRA FDA PHR
OCEAN CITY, MARYLAND	MD	OCM	4	5365	573090	AEX
OCEAN SHORES, WASH.	WA	WUQ	1	141	12972	GRS
OFU LAGOON, SAMOA	AS	QBF	1	322	51198	SOP
OGDENSBURG, NEW YORK	NY	OGS	5	6536	754238	ANO
OKLAHOMA CITY, OKLA.	OK	OKC	8	410	74210	SEC ROS EDS TRC JET EXZ
OLATHE, KANSAS	KS	OJC	11	4978	1018313	AMW
OLYMPIA, WASHINGTON	WA	ULM	4	1135	48805	AVM GRS
OMAHA, NEB	NE	OMA	12	637	136706	COA STG AAC SSA
ONEONTA, NEW YORK	NY	ONH	1	6720	880320	CSK

POINTS WITH SCHEDULED COMMUTER AIR CARRIER SERVICE
(POINTS ARRAYED IN DESCENDING ORDER BY PASSENGERS)
YEAR ENDED DECEMBER 1974

TABLE 10

POINT	STATE	AP CODE	NUMBER OF MARKETS	TOTAL PASSENGERS	PASSENGER MILES	COMMUTER(S) SERVING POINT
KEY WEST, FLORIDA	FL	EYW	3	75554	9608866	SLZ AAT
HYANNIS, MASS.	MA	HYA	5	75307	5728302	XQZ
GRAND CANYON, ARIZONA	AZ	GCN	9	74592	12640448	HSZ COC
KENAI, ALASKA	AK	ENA	2	74221	4456816	AAZ
ALBANY, NEW YORK	NY	ALB	21	71483	8781078	SOA AAR BUZ AND TBZ PMT SPF HKN GIL
ATLANTIC CITY, N. J.	NJ	ACY	3	70266	3830724	AVZ PHR
FREEPORT, BAHAMA ISL.	BI	FPO	5	68452	6814309	SNE MAC
ST. LOUIS, MISSOURI	MO	STL	36	67853	7583536	TMA BA' ILL ROS AMW SNC AAC STG FED ZYZ SSA
APPLETON, WIS.	WI	ATW	10	67056	11348946	SEM MOA HML
NANTUCKET, MASS.	MA	ACK	5	65697	5648933	WIS
LONG BEACH, CALIF.	CA	LGB	9	64859	2966098	XQZ
POUGHKEEPSIE, N. Y.	NY	POU	8	63195	7591612	CBC CAZ CAT HSZ
SALISBURY, MARYLAND	MD	SBY	3	60654	5307989	COL CMD
READING, PENNSYLVANIA	PA	RDG	5	60614	3855099	HNA
KAANAPALI, HAWAII	HI	HKP	12	58566	4666088	SBN
WEST PALM BEACH, FLA.	FL	PBI	15	58310	7632029	ALI RHA HRA
BRUNSWICK, GEORGIA	GA	SSI	2	57879	14298003	MAC SNE VRA
PHILADELPHIA, PA. PNE	PA	PNE	2	54648	2971152	PHR ASD
LANCASTER, PENNA.	PA	LNS	5	53344	3958244	RAN HNA SBN
ALLENTOWN, PENNA.	PA	ABE	17	53265	5666139	SBN
SCRANTON, PENNA.	PA	AVP	19	52237	5553018	AAR SBN PHR MMH DUZ
FORT MYERS, FLORIDA	FL	FMY	8	51614	5545078	AAR DUZ MMH POC
NEW ORLEANS, LA.	LA	MSY	13	50038	7448982	FDA
OXNARD/VENTURA, CALIF	CA	QXR	2	49983	2447027	GUZ VAN RAY HKN
HARRISBURG, PA. MDT	PA	MDT	25	49202	5058842	GLW
SYRACUSE, NEW YORK	NY	SYR	21	49130	5352312	AAR JHN TNE DUZ MMH HRZ
BEAUMONT, TEXAS	TX	BPT	3	48287	3814673	GIL AND TNE BUZ SPF MAN
RICHMOND, VIRGINIA	VA	RIC	24	47741	8981827	TRC MTR
PORTLAND, MAINE	ME	PWM	14	45903	6253806	AAR DUZ PHR TNE ROS SNC POC
LAFAYETTE, INDIANA	IN	LAF	10	44678	5159172	TBZ QOZ TNE XQZ
BURLINGTON, VERMONT	VT	BTY	13	44031	7078429	WIS
SANTA BARBARA, CALIF.	CA	SBA	4	43787	4154013	XQZ AND TBZ CMD PVA
CLARKSBURG, W. VA.	WV	CKB	5	42997	3749316	GLW VLY
SAN LUIS OBISPO, CAL.	CA	SBP	5	42853	7471287	RZZ QSC
SPOKANE, WASHINGTON	WA	GEG	13	42632	5887095	SWT
SAN FRANCISCO, CA. SFO	CA	SFO	30	41920	5381898	CCD CMB ROS AVM
SALT LAKE CITY, UTAH	UT	SLC	17	41295	8566459	SWT STL EKA SPA TNT AVM RAM ROS
TERRE HAUTE, INDIANA	IN	HUF	2	40637	5784265	TAR KEE TMG WST SEA
ELKHART, INDIANA	IN	EKI	10	40191	4152682	VER
INDIANAPOLIS, INDIANA	IN	IND	28	39967	3938449	WIS
						SNC WIS HML VER ROS SSA ZYZ MID FED CMB

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COMMUTER AIR CARRIER PASSENGER TRAFFIC, BY STATE OR AREA
(STATES ARRAYED IN ALPHABETIC ORDER)
YEAR ENDED DECEMBER 1974

TABLE 11

F-12

STATE OR TERRITORY	NUMBER OF MARKETS			PASSENGERS			PASSENGER-MILES				AVERAGE TRIP (MILES)		
	INTRA STATE	INTER STATE	TOTAL	INTRA STATE	INTER STATE	TOTAL	INTRA STATE	INTER STATE	TOTAL	PERCENT	INTRA STATE	INTER STATE	TOTAL
ALASKA	115		115	146405		146405	10449296		10449296	1.47	71		71
AMERICAN SAMOA	2		2	3732		3732	317178		317178	.04	84		84
ARIZONA	53	7	60	36868	76361	113229	5088429	12967876	18056305	2.54	138	169	159
ARKANSAS	1	3	4	18141	10175	28316	2539740	1641811	4181551	.59	140	161	147
BAHAMA IS		41	41		217236	217236		32887935	32887935	4.64		151	151
CALIFORNIA	83	13	96	719862	10944	730806	51138652	2483342	53621994	7.56	71	226	73
CANADA		9	9		7899	7899		2027619	2027619	.28		256	256
COLORADO	13	18	31	109954	15112	125066	12332223	4561688	16893911	2.38	112	301	135
CONNECTICUT	6	33	39	3135	151561	154696	163073	22025949	22189022	3.13	52	145	143
DELAWARE		16	16		19367	19367		1966365	1966365	.27		101	101
DIST. OF. COL		34	34		338352	338352		45367770	45367770	6.40		134	134
DOMINICA REP		1	1		8211	8211		1363026	1363026	.19		166	166
FLORIDA	61	517	112	379877	223442	603319	44229160	36753954	80983114	11.42	116	164	134
GEORGIA	7	4	11	75239	19207	94446	17279677	4556474	21836151	3.08	229	237	231
GRAND TURK BWI		3	3		4375	4375		2852668	2852668	.40		652	652
GUADELOUPE FR		6	6		3429	3429		486533	486533	.06		141	141
GUAM		3	3		17976	17976		1407726	1407726	.19		78	78
HAWAII	68		68	141258		141258	11366961		11366961	1.60	80		80
IDAHO	4	15	19	15490	26052	41542	1498901	5534419	7033320	.99	96	212	169
ILLINOIS	16	62	78	39993	382058	422051	5749495	59129219	64878714	9.15	143	154	153
INDIANA	9	36	45	27441	180813	208254	1835015	25031633	26866648	3.79	66	138	129
IOWA	7	14	21	4534	17263	21797	605492	2977219	3582711	.50	133	172	164
KANSAS	30	26	56	19474	103710	123184	2793638	12446443	15240081	2.15	143	120	123
KENTUCKY	3	6	9	1469	3756	5225	126628	538366	664994	.09	86	143	127
LOUISIANA	16	9	25	51280	25092	76372	8232892	2431642	10664534	1.00	160	96	139
MAINE	12	15	27	11334	131036	142370	1615788	21417240	23033028	3.24	142	163	161
MARIANA IS	3	3	6	14483	17976	32459	389753	1407726	1797479	.25	26	78	55
MARTINIQUE		1	1		5	5		2120	2120			424	424
MARYLAND	6	19	25	60212	98091	158303	5005292	7861090	12866382	1.81	83	80	81
MASSACHUSETTS	13	39	52	145006	272317	417320	9006805	40157354	49144159	6.93	62	147	117
MEXICO		4	4		2126	2126		896108	896108	.12		421	421
MICHIGAN	19	25	44	26855	42923	69778	6304175	7205790	13509965	1.90	234	167	193
MINNESOTA	7	20	27	14580	23239	37819	1835811	4416728	6254539	.88	125	190	165
MISSISSIPPI		2	2		18523	18523		1428292	1428292	.20		77	77
MISSOURI	24	32	56	45436	132506	177942	5707310	13780764	19488074	2.74	125	104	109
NEBRASKA		7	7		637	637		136706	136706	.01		214	214
NETH. ANTILLES		8	8		17780	17780		2436073	2436073	.34		137	137
NEVADA	2	21	23	2549	89784	92333	592930	15324120	15917050	2.24	232	170	172
NEVIS BWI		2	2		49	49		8160	8160			166	166
NEW HAMPSHIRE	1	9	10	2	46190	46192	126	5735903	5736029	.80	63	124	124

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COMMUTER AIR CARRIER ACTIVITY ALASKA
(MARKETS ARRAYED IN ALPHABETIC ORDER)
YEAR ENDED DECEMBER 1974

TABLE 12

CITY	STATE CODE	AP CODE	CITY	STATE CODE	AP CODE	MILES	CARRIER CODE	NO. OF PSGRS.	CARGO	MAIL	PASSENGERS MILES
CHATHAM, ALASKA	AK	CYM	JUNEAU, AK. SPB JSE	AK	JSE	58	STZ	83	4885	2169	4814
CHATHAM, ALASKA	AK	CYM	SITKA, ALASKA	AK	SIT	36	EGZ	284			10224
CHICKEN, ALASKA	AK	CKX	TANACROSS, ALASKA	AK	TS6	64	WRB	4	920	4939	256
CHISANA, ALASKA	AK	CZN	CHITINA, ALASKA	AK	CXC	85	CHI	4		399	340
CHISANA, ALASKA	AK	CZN	GULKANA, ALASKA	AK	GKN	111	CHI	10		656	1110
CHITINA, ALASKA	AK	CXC	CORDOVA, ALASKA	AK	CDV	83	CHI	14	3	7	1162
CHITINA, ALASKA	AK	CXC	GLACIER CREEK, ALASKA	AK	KGZ	68	CHI	4		46	272
CHITINA, ALASKA	AK	CXC	GULKANA, ALASKA	AK	GKN	52	CHI			255	
CHITINA, ALASKA	AK	CXC	MAY CREEK, ALASKA	AK	MYK	60	CHI	12		667	720
CHITINA, ALASKA	AK	CXC	MCCARTHY, ALASKA	AK	MXV	51	CHI	7	100	5118	357
CLEAR, ALASKA	AK	CLF	FAIRBANKS, ALASKA	AK	FAI	52	FAS	11			572
COPPER RIV. FLATS, AK.	AK	CHF	CORDOVA, ALASKA	AK	CDV	16	PAA	1284	47733		20544
CORDOVA, ALASKA	AK	CDV	ELLAMAR, ALASKA	AK	EMA	50	CHI	2		1661	100
CORDOVA, ALASKA	AK	CDV	FAIRMONT IS. ALASKA	AK	FAU	73	CHI	1		131	73
CORDOVA, ALASKA	AK	CDV	HINCHINBROOK IS., AK.	AK	HBK	38	PAA	49	9517		1862
CORDOVA, ALASKA	AK	CDV	ICY BAY, ALASKA	AK	ICY	136	CHI	238	47526	36340	32368
CORDOVA, ALASKA	AK	CDV	JOHNSTONE POINT AK	AK	JOH	38	PAA	40	1410		1520
CORDOVA, ALASKA	AK	CDV	PEAK ISLAND, ALASKA	AK	EAK	67	CHI	4		406	268
CORDOVA, ALASKA	AK	CDV	PERRY ISLAND, ALASKA	AK	PYL	84	CHI			71	
CORDOVA, ALASKA	AK	CDV	PORT ASHTON, ALASKA	AK	PYA	94	CHI			1499	
CORDOVA, ALASKA	AK	CDV	PORT OCEANIC, ALASKA	AK	POC	83	CHI	1		941	83
CORDOVA, ALASKA	AK	CDV	PRINCE WM. SOUND, AS	AK	PWS	67	PAA	1219	49203		81673
CORDOVA, ALASKA	AK	CDV	SEWARD, ALASKA	AK	SWD	138	PAA	22	209		3036
CORDOVA, ALASKA	AK	CDV	TATITLEK, ALASKA	AK	TEK	48	CHI	420	13034	6165	20160
CORDOVA, ALASKA	AK	CDV	VALDEZ, ALASKA	AK	VDZ	51	AAZ	1887	73011	5108	96237
							CHI				
							PAA				
CORNER BAY, ALASKA	AK	WDM	SITKA, ALASKA	AK	SIT	49	EGZ	101	4852	3000	4949
CRAIG, ALASKA	AK	CGA	HYDABURG, ALASKA	AK	HYG	23	CST	114			2622
CRAIG, ALASKA	AK	CGA	KETCHIKAN, ALASKA	AK	KTN	59	CST	3049	51071		179891
CRAIG, ALASKA	AK	CGA	SITKA, ALASKA	AK	SIT	138	EGZ	26			3588
DEEP BAY AK	AK	DEP	KETCHIKAN, ALASKA	AK	KTN	25	CST			871	
DUNCAN CANAL, ALASKA	AK	DNC	PETERSBURG, ALASKA	AK	PSG	11	LSZ	18			198
ELFIN COVE, ALASKA	AK	ELV	JUNEAU, ALASKA	AK	JNU	64	STZ	54	3401	3838	3456
ELFIN COVE, ALASKA	AK	ELV	JUNEAU, AK. SPB JSE	AK	JSE	69	STZ	259	10500	58804	17871
ELFIN COVE, ALASKA	AK	ELV	SITKA, ALASKA	AK	SIT	87	EGZ	10			870
EVA CREEK, ALASKA	AK	EVC	FAIRBANKS, ALASKA	AK	FAI	61	FAS	3	556		183
EXCURSION INLET, ALAS	AK	EXI	JUNEAU, ALASKA	AK	JNU	32	STZ	32	35	528	1024

COMMUTER MARKETS
(MARKETS ARRANGED IN ALPHABETIC ORDER)
YEAR ENDED DECEMBER 1973

TABLE 13

F-14

CITY	STATE CODE	AP CODE	CITY	STATE CODE	AP CODE	MILES	CARRIER CODE	NO. OF PSGRS.	CARGO (LBS.)	MAIL (LBS.)	PASSENGERS MILES
BALTIMORE, MARYLAND	MD	BAL	BOSTON, MASSACHUSETTS	MA	BOS	370	DUZ		131951		
BALTIMORE, MARYLAND	MD	BAL	BRIDGEPORT, CONN.	CT	BDR	232	AAR	4	382		928
BALTIMORE, MARYLAND	MD	BAL	CHARLOTTE, N. C.	NC	CLT	360	HXZ		63876		
BALTIMORE, MARYLAND	MD	BAL	CHARLOTTESVILLE, VA.	VA	CHO	120	HXZ		10986		
BALTIMORE, MARYLAND	MD	BAL	CINCINNATI, OHIO	OH	CVG	430	FED			2236691	
BALTIMORE, MARYLAND	MD	BAL	CLEVELAND, OHIO	OH	CLE	314	SNC		15774		
BALTIMORE, MARYLAND	MD	BAL	COLUMBUS, OHIO	OH	CMH	336	FED			1011266	
BALTIMORE, MARYLAND	MD	BAL	CUMBERLAND, MARYLAND	MD	CBE	116	MNZ	5214	212441		604824
BALTIMORE, MARYLAND	MD	BAL	DETROIT, MICH.	MI	DTW	409	BKI		9601	586760	
							SNC				
BALTIMORE, MARYLAND	MD	BAL	EASTON, MARYLAND	MD	ESN	41	PMD	309	8508		12669
BALTIMORE, MARYLAND	MD	BAL	ERIE, PENNSYLVANIA	PA	ERI	272	BKI			347140	
BALTIMORE, MARYLAND	MD	BAL	FAIRMONT, VA.	VA	FVX	158	HXZ		4772		
BALTIMORE, MARYLAND	MD	BAL	GEORGETOWN, DELAWARE	DE	GED	78	AEX	157			12246
BALTIMORE, MARYLAND	MD	BAL	GORDONVILLE, VA.	VA	GVE	107	HXZ		214		
BALTIMORE, MARYLAND	MD	BAL	GREENSBORO, N. C.	NC	GSO	278	HXZ		10121		
BALTIMORE, MARYLAND	MD	BAL	HAGERSTOWN, MARYLAND	MD	HGR	67	HNA	11116			744772
BALTIMORE, MARYLAND	MD	BAL	HARRISBURG, PA.	PA	HAR	72	HRZ	315	2617		22680
BALTIMORE, MARYLAND	MD	BAL	HARRISBURG, PA.	MD	MDT	70	AAR	7			490
BALTIMORE, MARYLAND	MD	BAL	HARTFORD, CONNECTICUT	CT	BDL	283	AAR		10		
BALTIMORE, MARYLAND	MD	BAL	ISLIP, NEW YORK	NY	ISP	220	AAR		18		
BALTIMORE, MARYLAND	MD	BAL	LYNCHBURG, VIRGINIA	VA	LYH	186	HXZ		5941		
BALTIMORE, MARYLAND	MD	BAL	NEWARK, N. J.	NJ	EWR	169	DUZ		259361	2789222	
							FED				
							PHR				
BALTIMORE, MARYLAND	MD	BAL	NEW YORK, N. Y.	NY	JFK	184	MNZ		13500		
BALTIMORE, MARYLAND	MD	BAL	OCEAN CITY, MARYLAND	MD	OCM	103	AEX	1150	1151		118450
BALTIMORE, MARYLAND	MD	BAL	ORANGE, VA.	VA	QOR	98	HXZ		182		
BALTIMORE, MARYLAND	MD	BAL	PHILADELPHIA, PA.	PA	PHL	90	AAR	5045	121777		454050
							DUZ				
							HNA				
							SNC				
BALTIMORE, MARYLAND	MD	BAL	PITTSBURGH, PENNA.	PA	PIT	210	BKI			971031	
							ROS				
BALTIMORE, MARYLAND	MD	BAL	REHOBOTH, DELAWARE	DE	REH	89	AEX	200			17800
BALTIMORE, MARYLAND	MD	BAL	RICHMOND, VIRGINIA	VA	RIC	120	AAR	5057	15107	1124936	606840
							BKI				
							ROS				
							SNC				
BALTIMORE, MARYLAND	MD	BAL	ROANOKE, VIRGINIA	VA	ROA	220	HXZ		24002		

APPENDIX G

SAMPLE INTRASTATE DATA COLLECTED BY STATE AGENCIES

As described in Section 6, there are ten states currently collecting data on a regular basis. The extent of subsequent processing and the amount of the data that is subsequently published varies from state to state. The length of time for which historical data exists also varies, with some states having only just begun to collect comprehensive data.

The following pages give samples of the published data currently available from the following states:

California

Michigan

Massachusetts

Oregon

The California reports are the most detailed, giving carrier load factor and market share on each sector (i. e., nonstop between cities) as well as origin and destination totals by carrier. However, the reports only cover traffic between the major metropolitan areas in the state. They have been published since 1960 and cover intrastate operations of certificated carriers as well as intrastate carriers.

The Oregon data cover all intrastate operations but do not give origin-destination traffic by carrier or sector data. The first year of complete quarterly data was 1975.

Data submitted by Massachusetts and Michigan are much more limited.

CALIFORNIA

CALIFORNIA PUBLIC UTILITIES COMMISSION
TRANSPORTATION DIVISION

PASSENGER OPERATIONS BRANCH
AIR PASSENGER ENGINEERING SECTION

LOAD FACTOR REPORT

C.P.U.C. FORM 1504.39

QUARTERS AND TWELVE MONTHS ENDED

SEPTEMBER 30, 1974 AND 1975

Available at California Public Utilities Commission
Documents Section
Room 5252
State Building
350 McAllister Street
San Francisco, CA 94102

Price \$1.00

SEP 30, 1975

CALIF. P.U.C. FORM 1504.39
Sheet 1 of 3

AIR PASSENGER LOAD FACTOR REPORT

FOR THE QUARTERS AND YEARS ENDED SEP 30, 1974 AND SEP 30, 1975

1 3RD-QUARTER-1974 1 3RD-QUARTER-1975 1 QTR.CHANGE 1 12-MONTHS-ENDED= SEP-1974 1 12-MONTHS-ENDED= SEP-1975 1 YR.CHANGE

AIR	BETWEEN	LINE	PSGRS	SEATS	LF	PSGRS	SEATS	LF	PSGR	SEAT	PASSENGERS	SEATS	LF	PASSENGERS	SEATS	LF	PSGR	SEAT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	

LOS ANGELES-SAN FRANCISCO METROPOLITAN AREAS

1	LAX-SFO	PSA	312,089	504,060	62	308,558	446,505	69	-1	-11	1,207,772	1,852,887	65	1,118,943	1,875,348	60	-7	+1
2	LAX-SFO	TW	114,496	262,665	44	88,428	180,583	49	-23	-31	357,098	891,424	40	312,378	842,962	37	-13	-5
3	LAX-SFO	UA	214,333	304,251	70	222,480	300,533	74	+4	-1	833,636	1,152,621	72	805,577	1,169,955	69	-3	+2
4	LAX-SFO	WA	124,853	218,966	57	138,822	238,087	58	+11	+4	458,390	758,325	60	440,155	844,989	52	-4	+11
5	LAX-SFO	RW	23,376	45,480	51	35,204	62,015	57	+51	+36	90,882	168,723	54	98,022	187,809	52	+8	+11
6	LAX-SJC	PSA	164,788	275,547	60	155,674	254,303	61	-6	-8	667,639	1,052,084	63	602,528	993,986	61	-10	-6
7	LAX-OAK	PSA	212,541	305,042	70	216,869	299,909	72	+2	-2	806,099	1,166,551	69	794,658	1,175,478	68	-1	+1
8	LAX-OAK	WA	18,473	34,960	53	18,058	36,113	50	-2	+3	80,410	143,946	56	64,767	142,382	45	-19	-1
9	BUR-SFO	PSA	145,429	237,729	61	158,010	233,833	68	+9	-2	544,390	867,699	63	578,399	925,307	63	+6	+7
10	BUR-SJC	PSA	126,999	159,041	80	125,089	187,206	67	-2	+18	421,768	667,535	63	483,326	672,623	72	+15	+1
11	BUR-SJC	CO	19,457	34,224	57	22,335	34,348	65	+15	+0	71,376	137,144	52	79,814	141,608	56	+12	+3
12	BUR-OAK	PSA	40,864	82,808	49	57,145	94,239	61	+40	+14	231,504	366,532	41	158,255	316,533	50	-32	+4
13	LGB-SFO	PSA	49,221	96,105	51	51,923	96,354	54	+5	+0	167,921	312,800	54	186,008	378,301	49	+11	+21
14	LGB-SFO	WA	00	00	00	00	00	00	0	0	3,030	8,767	35	000	000	00	-100	-100
15	LGB-SJC	PSA	34,125	54,500	63	36,869	49,559	74	+8	-9	38,606	62,847	61	132,917	224,594	59	+244	+257
16	LGB-OAK	PSA	210	1,051	20	146	318	46	-30	-70	210	1,051	20	452	1,656	27	+115	+58
17	ONT-SFO	PSA	57,269	95,919	60	52,443	96,831	54	-8	+1	179,272	295,185	61	214,284	391,092	55	+20	+32
18	ONT-SFO	WA	24,306	34,675	70	25,338	36,057	70	+4	+4	136,191	196,508	69	96,894	133,529	73	-29	-32
19	ONT-SJC	ACL	48,783	78,660	62	59,799	92,000	65	+23	+17	194,814	276,569	70	206,436	305,327	68	+6	+10
20	SNA-SFO	ACL	98,611	137,750	72	106,487	134,001	79	+8	-3	365,158	487,310	75	379,163	508,680	75	+4	+4
21	SNA-SJC	ACL	132,109	165,041	80	151,791	182,576	83	+15	+11	540,575	676,078	80	515,264	646,762	80	-5	-4
22	SNA-OAK	ACL	22,111	31,395	70	23,302	30,577	76	+5	-3	68,097	94,375	72	70,373	99,722	71	+3	+6
TOTALS			1,984,443	3,159,869	63	2,054,770	3,085,957	67	+4	-2	7,464,838	11,816,957	63	7,338,613	11,978,643	61	-2	+1

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LOS ANGELES-SACRAMENTO METROPOLITAN AREAS

23	LAX-SMF	PSA	115,799	208,164	56	114,172	196,801	58	-1	-5	463,689	761,304	61	451,861	753,479	60	-3	-1
24	LAX-SMF	WA	76,497	127,960	60	82,371	119,337	69	+8	-7	288,424	406,279	71	280,664	406,552	69	-3	+0
25	ONT-SMF	WA	15,139	28,690	53	11,928	17,622	68	-21	-39	51,316	77,570	66	43,430	64,491	67	-15	-17
26	BUR-SMF	PSA	5,832	19,875	29	00	00	00	-100	-100	12,956	36,585	35	9,589	31,521	30	-26	-14
27	SNA-SMF	ACL	32,843	45,885	72	38,310	49,523	77	+17	+8	116,938	155,123	75	133,359	180,507	74	+14	-16
TOTALS			246,110	430,574	57	246,781	383,283	64	+0	-11	933,323	1,436,861	65	918,903	1,436,550	64	-2	-0

FOR NOTES SEE PAGE 3.

SOURCE: LOAD FACTOR REPORT NO. 1503 SUBMITTED BY THE AIRLINES TO CALIFORNIA PUBLIC UTILITIES COMMISSION.

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SEP 30, 1975

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AIR PASSENGER LOAD FACTOR REPORT

FOR THE QUARTERS AND YEARS ENDED: SEP 30, 1974 AND SEP 30, 1975

		3RD-QUARTER-1974			3RD-QUARTER-1975			QTR.CHANGE		12-MONTHS-ENDED- SEP-1974			12-MONTHS-ENDED- SEP-1975			YR.CHANGE	
AIR		1			1			1		1			1			1	
BETWEEN:LINE		PSGRS	SEATS	LF	PSGRS	SEATS	LF	PSGR	SEAT	PASSENGERS	SEATS	LF	PASSENGERS	SEATS	LF	PSGR	SEAT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
LOS ANGELES-SAN DIEGO METROPOLITAN AREAS																	
28 LAX-SAN	AA	103,725	267,982	39	97,651	246,175	40	-6	-8	316,908	771,725	41	365,276	1,017,415	36	+15	+32
29 LAX-SAN	DA	73,958	177,260	42	72,847	177,163	41	-2	-0	275,379	629,900	44	235,843	677,926	35	-14	+8
30 LAX-SAN	NA	3,927	14,142	28	23,901	77,099	31	+509	+445	55,134	215,237	26	78,637	232,714	34	+43	+8
31 LAX-SAN	PSA	226,361	439,766	51	229,884	431,272	53	+2	-2	891,911	1,529,627	58	855,183	1,714,001	50	-4	+12
32 LAX-SAN	RW	6,751	15,898	42	5,307	14,656	36	-21	-8	17,430	47,169	37	14,289	41,477	34	-18	-12
33 LAX-SAN	UA	69,025	124,944	55	66,452	114,196	58	-4	-9	261,446	417,619	63	220,841	383,404	58	-16	-8
34 LAX-SAN	WA	63,213	111,895	56	57,894	92,082	63	-8	-18	239,210	409,079	58	213,310	367,297	58	-11	-10
35 BUR-SAN	PSA	86,482	147,783	59	95,020	180,147	53	+10	+22	347,539	607,321	57	325,194	652,084	50	-6	+7
36 SNA-SAN	RW	5,488	16,413	33	00	00	00	-100	-100	13,935	41,879	33	1,515	4,843	31	-89	-88
37 SNA-SAN	ACL	19,828	73,600	27	27,064	98,764	27	+36	+34	94,726	295,834	32	89,305	342,950	26	-6	+16
38 LGB-SAN	PSA	6,608	24,114	27	6,508	21,174	31	-2	-12	9,467	35,357	27	25,056	91,622	27	+165	+159
39 ONT-SAN	PSA	4,298	16,491	26	3,555	21,465	17	-17	+30	10,151	41,895	24	12,519	80,082	16	+23	+91
TOTALS		669,664	1,430,288	47	686,083	1,474,193	47	+2	+3	2,533,236	5,042,642	50	2,436,968	5,605,815	43	-4	+11
SAN FRANCISCO-SAN DIEGO METROPOLITAN AREAS																	
40 SAN-SFO	PSA	88,688	152,757	58	100,997	152,280	66	+14	-0	333,109	535,623	62	363,565	570,460	64	+9	+7
41 SAN-SFO	WA	00	00	00	6,756	10,975	62	+999	+999	000	000	00	6,756	10,975	62	+999	+999
42 SAN-SFO	PSA	13,163	25,314	52	1,626	2,298	71	-88	-91	38,490	60,599	64	20,623	32,112	64	-46	-47
43 SAN-SJC	ACL	6,968	17,595	40	9,193	17,570	52	+32	-0	33,870	72,650	47	31,195	65,734	47	-8	-10
TOTALS		108,819	195,666	56	118,572	183,123	65	+9	-6	405,469	668,872	61	422,139	679,281	62	+4	+2
SAN FRANCISCO-SACRAMENTO METROPOLITAN AREAS																	
44 SFO-SMF	PSA	53,150	161,325	33	66,315	176,670	38	+25	+10	175,853	480,578	37	232,079	669,903	35	+32	+39
45 SFO-SMF	RW	32,749	61,333	53	21,132	37,539	56	-35	-39	122,183	223,490	55	106,571	232,253	46	-13	+4
46 SFO-SMF	UA	27,034	71,290	38	31,864	87,689	36	+18	+23	112,017	309,972	36	102,301	310,306	33	-9	+0
47 OAK-SMF	PSA	11,243	44,361	25	00	00	00	-100	-100	24,266	106,869	23	12,188	51,630	24	-50	-52
48 SJC-SMF	ACL	18,397	40,611	45	29,830	69,895	43	+62	+72	79,600	147,389	54	97,195	220,282	44	+22	+49
49 SJC-SMF	RW	2,126	7,199	30	3,279	13,556	24	+54	+88	14,489	54,577	27	10,851	40,223	27	-25	-26
TOTALS		144,699	386,119	37	152,420	385,349	40	+5	-0	528,408	1,323,075	40	561,185	1,524,597	37	+6	+15

FOR NOTES SEE PAGE 3.

SOURCE: LOAD FACTOR REPORT NO. 1503 SUBMITTED BY THE AIRLINES TO CALIFORNIA PUBLIC UTILITIES COMMISSION.

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GENERAL INFORMATION

California P.U.C. Form 1504.39
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- 1) "Passengers" are both through and local passengers aboard aircraft operating nonstop between designated airports.
- 2) "Seats" are those seats flown (available) on nonstop flight segments.
- 3) "Load Factor" (LF) is computed by dividing passenger miles by available seat miles and is shown as a percent.
- 4) Quarterly changes and yearly changes are shown as a percent.
 - a) Changes less than 0.5% are indicated with a zero. (+0=increase of less than 0.5%; -0=decrease of less than 0.5%).
 - b) 999 indicates an increase of 999% or more, including infinity.
- 5) The Los Angeles Metropolitan Area includes Los Angeles, Burbank, Long Beach, Ontario and Santa Ana.

The San Francisco Metropolitan Area includes San Francisco, Oakland and San Jose.

ABBREVIATIONS

AIRLINES

AA	-	American
ACL	-	Air California
CO	-	Continental
DA	-	Delta
NA	-	National
PSA	-	Pacific Southwest
RW	-	Hughes Airwest
TW	-	Trans World
UA	-	United
WA	-	Western

AIRPORTS

BUR	-	Burbank
LAX	-	Los Angeles Int.
LGB	-	Long Beach
OAK	-	Oakland Int.
ONT	-	Ontario
SAN	-	San Diego Int.
SFO	-	San Francisco Int.
SJC	-	San Jose
SMF	-	Sacramento
SNA	-	Santa Ana

DATA NOTES

<u>Line Ref.</u>	<u>Carrier</u>	<u>Between</u>	<u>Notes</u>
All PSA	PSA	-	Strike schedule continued from November 15, 1973 through January 24, 1974.
14	WA	LGB-SFO	Service discontinued October 28, 1973.
15	PSA	LGB-SJC	Nonstop service began June 17, 1974.
16	PSA	LGB-OAK	Nonstop service began June 17, 1974. Only intermittent service provided.
26	PSA	BUR-SMF	Nonstop service not offered January 25 through June 16, 1974. Intermittent service provided thereafter.
30	NA	LAX-SAN	Airline on strike July 15 through October 31, 1974; again on strike in September 1975.
32	RW	LAX-SAN	Nonstop service began January 7, 1974.
36	RW	SNA-SAN	Nonstop service discontinued October 27, 1974.
38	PSA	LGB-SAN	Nonstop service not offered November 15, 1973 through June 16, 1974.
39	PSA	ONT-SAN	Nonstop service not offered November 15, 1973 through June 16, 1974.
41	WA	SAN-SFO	Data first reported in September 1975.
47	PSA	OAK-SMF	Nonstop service not offered January 25 through March 24, 1974; nonstop service not offered after March 10, 1975.
49	RW	SJC-SMF	Nonstop service began October 28, 1973.

CPUC Resolution No. PE-315, dated February 10, 1976, orders that the passenger statistics submitted by air carriers shall be open to public inspection six months after the conclusion of the period in which air travel represented by these statistics has taken place.

CALIFORNIA PUBLIC UTILITIES COMMISSION
TRANSPORTATION DIVISION

PASSENGER OPERATIONS BRANCH
AIR PASSENGER ENGINEERING SECTION

FORM 1511 REPORT

INTRASTATE ORIGIN-DESTINATION PASSENGERS
OF SCHEDULED AIR CARRIERS

QUARTER AND TWELVE MONTHS ENDED
JUNE 30, 1972 AND 1973

Available at California Public Utilities Commission
Documents Section
Room 5252
State Building
350 McAllister Street
San Francisco, CA 94102

Price \$2.00

California Public Utilities Commission
Transportation Division

INTRASTATE ORIGIN-DESTINATION PASSENGERS OF SCHEDULED AIR CARRIERS-TOTALS BY CARRIER
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

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:Line: :No.:	Carrier Type and Name (1)	Second Quarter					Twelve Months				
		No. of Passengers		% Share			No. of Passengers		% Share		
		1972	1973	Change	1972	1973	1972	1973	Change	1972	1973
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<u>CAB Certificated</u>											
1	American Airlines	12,110	16,310	35	1	1	49,260	63,090	28	1	1
2	Continental Airlines	4,680	3,830	-8	*	*	20,200	11,970	-41	*	*
3	Delta Air Lines	11,280	12,630	12	*	*	33,470	48,640	45	1	*
4	Hughes Airwest	60,920	75,460	24	3	3	212,580	290,210	37	2	3
5	National Airlines	3,800	2,480	-35	*	*	9,700	9,520	-2	*	*
6	Trans World Airlines	28,400	31,410	11	1	1	119,350	113,560	-5	1	1
7	United Airlines	283,080	313,260	11	12	11	1,103,350	1,198,400	9	12	12
8	Western Airlines	181,820	208,720	15	8	8	646,210	771,160	19	7	8
9	Subtotal - CAB	586,090	664,100	13	25	24	2,194,120	2,506,550	14	24	25
<u>CPUC Certificated</u>											
10	Air California	267,174	332,143	24	11	12	1,002,801	1,179,903	18	11	11
11	Holiday Airlines	11,773	14,823	26	*	1	58,740	68,938	17	1	1
12	Pacific Southwest Airlines	1,502,178	1,718,231	14	63	62	5,868,834	6,298,076	7	63	62
13	Subtotal - CPUC	1,781,125	2,065,197	16	74	75	6,930,375	7,546,917	9	75	74
14	Other (a)	24,020	24,410	2	1	1	83,380	91,320	10	1	1
15	Total Intrastate Passengers **	2,391,235	2,753,707	15	100	100	9,207,875	10,144,787	10	100	100

California Public Utilities Commission
Transportation Division

INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

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: Line:	: Between	: Second Quarter					: Twelve Months				
		: No. of Passengers		: % Share			: No. of Passengers		: % Share		
		: 1972	: 1973	: %	: 1972	: 1973	: 1972	: 1973	: %	: 1972	: 1973
: No.:	Metropolitan Areas Of	: 1972	: 1973	: Change:	: 1972	: 1973	: 1972	: 1973	: Change:	: 1972	: 1973
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
	<u>Los Angeles(b)-San Francisco(b)</u>										
1	Air California	199,438	241,382	21	14	16	770,093	877,158	14	14	15
2	Continental Airlines	4,680	3,810	-19	1	*	20,160	11,900	-41	*	*
3	Hughes Airwest	1,060	4,140	291	*	*	3,800	16,770	341	*	*
4	Pacific Southwest Airlines	936,254	1,024,096	9	67	66	3,717,283	3,780,391	2	68	66
5	Trans World Airlines	28,310	31,350	11	2	2	119,060	113,310	-5	2	2
6	United Airlines	118,210	125,550	6	8	8	456,280	502,430	10	8	9
7	Western Airlines	100,200	117,910	18	7	8	359,500	439,220	22	7	8
8	Other (a)	6,540	6,230	-5	1	*	20,290	22,920	13	1	*
9	Subtotal	1,394,692	1,554,468	11	100	100	5,466,466	5,764,099	5	100	100
	<u>Los Angeles(b)-San Diego</u>										
10	Air California (c)	10,031	14,340	43	4	4	45,903	52,394	14	4	4
11	American Airlines	11,250	13,800	23	4	4	46,240	51,680	12	4	4
12	Delta Air Lines	11,240	12,610	12	4	4	33,420	48,550	45	3	4
13	National Airlines	3,760	2,390	-36	1	1	9,560	9,180	-4	1	1
14	Pacific Southwest Airlines	233,675	263,694	13	82	81	879,387	972,606	11	82	81
15	United Airlines	6,960	10,330	48	2	3	27,640	36,650	33	3	3
16	Western Airlines	8,440	8,510	1	3	3	30,480	32,710	7	3	3
17	Other (a)	760	910	20	*	*	2,460	3,610	47	*	*
18	Subtotal	286,116	326,584	14	100	100	1,075,090	1,207,380	12	100	100
	<u>Los Angeles(b)-Sacramento</u>										
19	Air California (c)	26,045	38,664	48	12	15	71,038	121,229	71	9	14
20	Pacific Southwest Airlines	130,094	145,076	12	58	58	496,427	504,593	1	62	57
21	United Airlines	16,420	12,760	-22	7	5	62,540	63,350	1	8	7
22	Western Airlines	50,540	53,680	6	23	21	172,580	191,830	11	21	22
23	Other (a)	730	1,030	41	*	1	3,380	4,250	38	*	*
24	Subtotal	223,829	251,210	12	100	100	805,665	883,252	10	100	100

California Public Utilities Commission
Transportation Division

INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

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Line: No.	Between Metropolitan Areas Of (1)	Second Quarter					Twelve Months				
		No. of Passengers		% Share			No. of Passengers		% Share		
		1972	1973	Change	1972	1973	1972	1973	Change	1972	1973
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<u>San Francisco(b)-Sacramento</u>											
25	Air California (c)	4,206	6,451	53	10	13	10,551	21,596	105	7	12
26	Hughes Airwest	2,770	3,810	38	6	7	10,990	14,890	35	7	8
27	Pacific Southwest Airlines	32,881	36,456	11	74	72	126,063	128,881	2	77	70
28	United Airlines	4,250	4,320	2	10	8	14,960	17,770	19	9	10
29	Other (a)	130	70	-46	*	*	420	320	-24	*	*
30	Subtotal	44,237	51,107	16	100	100	162,984	183,457	13	100	100
<u>San Francisco (b)-San Diego</u>											
31	Air California	13,875	13,922	-	8	7	51,917	51,012	- 2	8	7
32	Pacific Southwest Airlines	150,294	164,067	9	85	83	589,413	616,478	5	86	84
33	United Airlines	2,110	1,990	- 6	1	1	9,620	7,320	-19	1	1
34	Western Airlines	8,820	15,780	79	5	8	29,400	55,060	87	4	7
35	Other (a)	1,660	1,950	7	1	1	5,040	7,050	40	1	1
36	Subtotal	176,759	197,709	2	100	100	685,390	737,420	8	100	100
37	Total Metropolitan Areas	2,125,633	2,381,078	2	-	-	8,195,595	8,775,608	7	-	-
38	% of Total Intrastate Carriers	89	86	-	-	-	89	87	-	-	-

California Public Utilities Commission
Transportation Division

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INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS BY AIRPORT PAIRS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

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:Line: :No.:	Between Metropolitan Areas By Airport Pairs	Second Quarter					Twelve Months				
		No. of Passengers		% Share		:	No. of Passengers		% Share		:
		1972	1973	%	Change		1972	1973	%	Change	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<u>Los Angeles(b)-San Francisco(b)</u>											
	<u>LAX-SFO</u>										
1	Hughes Airwest	800	3,790	374	*	1	3,040	15,410	407	*	1
2	Pacific Southwest Airlines	277,504	311,211	12	57	56	1,119,359	1,122,434	*	58	55
3	Trans World Airlines	28,310	31,350	11	6	6	119,010	112,660	- 5	6	5
4	United Airlines	118,140	125,290	6	24	23	455,720	501,720	10	24	24
5	Western Airlines	57,180	73,790	29	12	13	212,520	280,430	32	11	14
6	Other (a)	5,360	4,930	- 8	1	1	16,440	18,190	11	1	1
7	Subtotal	487,294	550,361	13	100	100	1,926,089	2,050,844	6	100	100
	<u>LAX-OAK</u>										
8	Pacific Southwest Airlines	169,227	174,639	3	93	92	667,808	660,361	- 1	95	92
9	Western Airlines	12,270	15,430	26	7	8	38,510	54,460	41	5	8
10	Other (a)	460	690	50	*	*	1,730	2,750	59	*	*
11	Subtotal	181,957	190,759	5	100	100	708,048	717,571	1	100	100
	<u>LAX-SJC</u>										
12	Pacific Southwest Airlines	169,126	182,798	8	99	100	651,501	679,925	4	100	100
13	Other (a)	1,740	150	-91	1	*	2,540	810	-68	*	*
14	Subtotal	170,866	182,948	7	100	100	654,041	680,735	4	100	100
	<u>BUR-SFO</u>										
15	Pacific Southwest Airlines	110,912	119,852	8	100	100	452,641	460,966	2	100	100
16	Other (a)	50	50	-	*	*	200	310	55	*	*
17	Subtotal	110,962	119,902	8	100	100	452,841	461,276	2	100	100
	<u>BUR-OAK</u>										
18	Pacific Southwest Airlines	56,458	64,289	14	100	100	229,696	231,154	1	100	100
19	Other (a)	10	20	100	*	*	10	80	700	*	*
20	Subtotal	56,468	64,309	14	100	100	229,706	231,234	1	100	100

California Public Utilities Commission
Transportation Division

INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS BY AIRPORT PAIRS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

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Line:	Between Metropolitan Areas By Airport Pairs	Second Quarter					Twelve Months				
		No. of Passengers		% Share		Change	No. of Passengers		% Share		Change
No.:		1972	1973	1972	1973		1972	1973	1972	1973	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<u>Los Angeles(b)-San Francisco(b)</u>											
<u>BUR-SJC</u>											
21	Continental Airlines	2,600	2,520	- 3	4	3	11,860	7,090	-40	4	2
22	Pacific Southwest Airlines	70,331	75,402	7	96	97	271,165	279,778	3	96	98
23	Other (a)	10	20	100	*	*	20	170	750	*	*
24	Subtotal	72,941	77,942	7	100	100	283,045	287,038	1	100	100
<u>LGB-SFO</u>											
25	Pacific Southwest Airlines	37,885	45,971	21	78	80	149,814	156,750	5	78	78
26	Western Airlines	10,480	11,820	13	22	20	41,810	45,040	8	22	22
27	Other (a)	10	20	100	*	*	80	90	12	*	*
28	Subtotal	48,375	57,811	20	100	100	191,704	201,880	5	100	100
<u>LGB-OAK</u>											
29	Other (a)	1,950	10	-99	100	100	1,990	30	-98	100	100
<u>LGB-SJC</u>											
30	Other (a)	-	-	-	-	-	-	30	-	-	100
<u>ONT-SFO</u>											
31	Pacific Southwest Airlines	44,811	49,934	11	72	74	175,299	189,023	8	73	76
32	Western Airlines	16,760	16,860	1	27	25	63,030	59,240	- 6	27	24
33	Other (a)	380	350	- 8	1	1	890	1,050	18	*	*
34	Subtotal	61,951	67,144	8	100	100	239,219	249,313	4	100	100
<u>ONT-OAK</u>											
35	Air California	15,887	18,887	19	100	100	66,719	67,751	2	100	100
36	Other (a)	30	80	167	*	*	110	230	109	*	*
37	Subtotal	15,917	18,967	19	100	100	66,829	67,981	2	100	100

California Public Utilities Commission
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INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS BY AIRPORT PAIRS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

#1511.34
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: Line :	: Between Metropolitan Areas :	: Second Quarter :					: Twelve Months :				
		: No. of Passengers :		: % Share :			: No. of Passengers :		: % Share :		
: No.:	: By Airport Pairs :	: 1972 :	: 1973 :	: Change:	: 1972 :	: 1973 :	: 1972 :	: 1973 :	: Change:	: 1972 :	: 1973 :
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<u>Los Angeles(b)-San Francisco(b)</u>											
<u>ONT-SJC</u>											
38	Air California	20,585	24,006	17	91	95	80,524	89,718	11	91	95
39	Continental Airlines	2,010	1,270	-37	9	5	8,020	4,710	-41	9	5
40	Other (a)	20	30	50	*	*	80	70	-12	*	*
41	Subtotal	22,615	25,306	12	100	100	88,624	94,498	7	100	100
<u>SNA-SFO</u>											
42	Air California	70,068	79,733	14	100	100	270,800	294,189	9	100	100
43	Other (a)	350	320	-9	*	*	1,040	1,380	33	*	*
44	Subtotal	70,418	80,053	14	100	100	271,840	295,569	9	100	100
<u>SNA-OAK</u>											
45	Air California	37,753	46,611	13	100	100	147,051	171,204	16	100	100
46	Other (a)	20	80	300	*	*	190	260	37	*	*
47	Subtotal	37,773	46,691	14	100	100	147,241	171,464	16	100	100
<u>SNA-SJC</u>											
48	Air California	55,145	72,145	11	100	100	204,999	254,296	24	100	100
49	Other (a)	60	120	100	*	*	250	340	36	*	*
50	Subtotal	55,205	72,265	11	100	100	205,249	254,636	24	100	100
51	Total Passengers Between Los Angeles and San Francisco	1,394,692	1,554,468	11	-	-	5,466,466	5,764,099	5	-	-

California Public Utilities Commission
Transportation Division

INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS BY AIRPORT PAIRS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

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		Second Quarter					Twelve Months				
		No. of Passengers		% Share			No. of Passengers		% Share		
:Line:	Between Metropolitan Areas	:	:	:	:	:	:	:	:	:	:
: No.:	By Airport Pairs	: 1972	: 1973	:Change:	1972	1973	: 1972	: 1973	:Change:	1972	1973
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Los Angeles(b)-San Diego											
LAX-SAN											
1	American Airlines	11,250	13,800	23	5	6	46,230	51,680	12	6	6
2	Delta Air Lines	11,240	12,610	12	5	5	33,420	48,550	45	4	5
3	National Airlines	3,760	2,390	-36	2	1	9,560	9,180	- 4	1	1
4	Pacific Southwest Airlines	174,769	201,520	15	81	81	651,112	732,637	13	82	81
5	United Airlines	6,960	10,330	48	3	4	27,640	36,650	33	4	4
6	Western Airlines	7,610	7,400	- 3	4	3	26,440	28,690	9	3	3
7	Other (a)	560	670	20	*	*	1,960	2,810	43	*	*
8	Subtotal	216,149	248,720	15	100	100	796,362	910,197	14	100	100
BUR-SAN											
9	Pacific Southwest Airlines	50,229	51,672	3	100	100	194,519	201,856	4	100	100
10	Other (a)	-	20	-	-	*	-	20	-	-	*
11	Subtotal	50,229	51,692	3	100	100	194,519	201,876	4	100	100
LGB-SAN											
12	Pacific Southwest Airlines	2,633	3,291	25	100	100	9,955	11,591	16	90	100
13	Western Airlines	-	10	-	-	*	1,140	10	-99	10	*
14	Subtotal	2,633	3,301	25	100	100	11,095	11,601	5	100	100
ONT-SAN											
15	Pacific Southwest Airlines	6,044	7,211	19	88	87	23,801	26,522	11	89	87
16	Western Airlines	830	1,100	13	12	13	2,900	4,010	38	11	13
17	Other (a)	30	-	-	*	-	120	70	-42	*	*
18	Subtotal	6,904	8,311	20	100	100	26,821	30,602	14	100	100
SNA-SAN											
19	Air California	10,031	14,340	43	98	98	45,903	52,394	14	99	99
20	Other (a)	170	220	19	2	2	390	710	82	1	1
21	Subtotal	10,201	14,560	43	100	100	46,293	53,104	15	100	100
22	Total Passengers Between Los Angeles and San Diego	286,116	326,584	14	-	-	1,075,090	1,207,380	12	-	-

California Public Utilities Commission
Transportation Division

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INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS BY AIRPORT PAIRS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

#1511.34

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:Line: :No.:	Between Metropolitan Areas By Airport Pairs	Second Quarter					Twelve Months				
		No. of Passengers		% Share		%	No. of Passengers		% Share		%
		1972	1973	Change	1972	1973	1972	1973	Change	1972	1973
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<u>Los Angeles(b)-Sacramento</u>											
<u>LAX-SMF</u>											
1	Pacific Southwest Airlines	101,155	111,060	10	65	69	405,491	384,114	- 5	68	65
2	United Airlines	16,420	12,750	-22	11	9	62,520	63,330	1	11	11
3	Western Airlines	36,490	37,310	2	24	2	122,430	135,400	11	21	23
4	Other (a)	480	760	58	*	*	2,310	3,280	42	*	1
5	Subtotal	154,545	161,880	5	100	100	592,751	586,124	- 1	100	100
<u>BUR-SMF</u>											
6	Pacific Southwest Airlines	19,494	22,829	17	100	100	56,468	79,312	40	100	100
7	Other (a)	-	-	-	-	-	10	10	-	*	*
8	Subtotal	19,494	22,829	17	100	100	56,478	79,322	40	100	100
<u>LGB-SMF</u>											
9	Pacific Southwest Airlines	6,126	7,473	22	100	100	21,506	25,201	17	100	100
10	Other (a)	30	30	-	*	*	50	40	-20	*	*
11	Subtotal	6,156	7,503	22	100	100	21,556	25,241	17	100	100
<u>ONT-SMF</u>											
12	Air California (c)	2,591	4,462	72	13	18	9,378	13,916	48	13	16
13	Pacific Southwest Airlines	3,319	3,714	12	16	15	12,962	13,966	8	18	17
14	Western Airlines	14,040	16,360	17	70	66	50,140	56,420	13	68	66
15	Other (a)	140	240	71	1	1	460	740	61	1	1
16	Subtotal	20,090	24,776	23	100	100	72,940	85,042	17	100	100
<u>SNA-SMF</u>											
17	Air California (c)	23,454	34,202	46	100	100	61,660	107,313	74	100	100
18	Other (a)	90	20	-78	*	*	280	210	-25	*	*
19	Subtotal	23,544	34,222	45	100	100	61,940	107,523	74	100	100
20	Total Passengers Between Los Angeles and Sacramento	223,829	251,210	12	-	-	805,665	883,252	10	-	-

California Public Utilities Commission
Transportation Division

INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS BY AIRPORT PAIRS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

#1511.34

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: Line: Between Metropolitan Areas : No.: By Airport Pairs	Second Quarter					Twelve Months				
	No. of Passengers		% Share		:	No. of Passengers		% Share		:
	1972	1973	Change	1972	1973	1972	1973	Change	1972	1973
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
<u>San Francisco(b)-Sacramento</u>										
<u>SFO-SMF</u>										
1 Hughes Airwest	2,760	3,590	30	7	8	10,940	14,400	32	7	9
2 Pacific Southwest Airlines	32,065	35,408	10	82	82	124,931	125,380	*	83	80
3 United Airlines	4,250	4,310	1	11	10	14,960	17,750	19	10	11
4 Other (a)	110	70	-36	*	*	320	300	-6	*	*
5 Subtotal	39,185	43,378	11	100	100	151,151	157,830	4	100	100
<u>OAK-SMF</u>										
6 Other (a)	816	1,048	28	100	100	1,192	3,521	195	100	100
<u>SJC-SMF</u>										
7 Air California (c)	4,206	6,451	53	99	97	10,551	21,596	105	99	98
8 Other (a)	30	230	667	1	3	90	510	467	1	2
9 Subtotal	4,236	6,681	58	100	100	10,641	22,106	108	100	100
10 Total Passengers Between San Francisco and Sacramento	44,237	51,107	16	-	-	162,984	183,457	13	-	-

California Public Utilities Commission
Transportation Division

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INTRASTATE PASSENGERS OF SCHEDULED AIR CARRIERS BETWEEN MAJOR METROPOLITAN AREAS BY AIRPORT PAIRS
QUARTER AND TWELVE MONTHS ENDED JUNE 30, 1972 AND 1973

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		Second Quarter					Twelve Months					
Between		No. of Passengers		% Share		No. of Passengers		% Share				
:Line:	Metropolitan Areas	:	:	:	:	:	:	:	:	:	:	
:No.:	By Airport Pairs	:	:	:Change:	1972	1973	:	1972	1973	:Change:	1972	1973
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
San Francisco (b) - San Diego												
SFO-SAN												
1	Pacific Southwest Airlines	34,082	93,599	11	87	83	327,693	348,324	6	88	86	
2	United Airlines	2,110	1,980	- 5	2	2	9,610	7,800	-19	3	2	
3	Western Airlines	8,540	15,360	80	9	14	28,810	54,120	88	8	13	
4	Other (a)	1,460	1,720	13	2	1	4,470	6,290	41	1	1	
5	Subtotal	96,192	112,659	17	100	100	370,583	416,534	12	100	100	
OAK-SAN												
6	Air California	4,958	4,785	- 3	11	10	19,629	17,452	-11	11	9	
7	Pacific Southwest Airlines	40,095	42,771	7	88	89	154,689	162,760	5	88	90	
8	Other (a)	390	520	33	1	1	1,000	1,360	36	1	1	
9	Subtotal	45,443	48,076	5	100	100	175,318	181,572	4	100	100	
SJC-SAN												
10	Air California	8,917	9,137	2	25	25	32,288	33,560	4	23	24	
11	Pacific Southwest Airlines	26,117	27,697	5	75	75	107,031	105,394	- 2	77	76	
12	Other (a)	90	140	56	*	*	170	360	112	*	*	
13	Subtotal	35,124	36,974	5	100	100	139,489	139,314	*	100	100	
14	Total Passengers Between San Francisco and San Diego	176,759	197,709	12	-	-	685,390	737,420	8	-	-	

Explanation of References

* Amounts less than 0.5%

- (a) "Other" includes carrier not listed separately because of small traffic volume, "interline" service performed by two or more carriers, and "unknown" carriers. (When CAB prepares data for computer input and a carrier cannot be identified for a portion of an itinerary it is coded "unknown").
- (b) "Los Angeles" includes airports at Los Angeles, Burbank, Long Beach, Ontario and Santa Ana. "San Francisco" includes airports at San Francisco, Oakland and San Jose.
- (c) Air Cal ONT-SMF and SNA-SMF started September 22, 1971.
Air Cal SJC-SMF started September 22, 1971.

** Sources:

- (1) Reports of California Intrastate air carriers certificated by the California Public Utilities Commission (CPUC) from:

Holiday Airlines
Pacific Southwest Airlines
Air California

- (2) Civil Aeronautics Board Origin-Destination Survey - Ten Percent Sample.

Air Carriers reporting
statistics to the CAB-
excludes those in (1).

INDEX TO AIRPORT ABBREVIATIONS

BUR - Hollywood/Burbank
LAX - Los Angeles International
LGB - Long Beach
OAK - Oakland International
ONT - Ontario International
SAN - San Diego International
SFO - San Francisco International
SJC - San Jose Municipal
SMF - Sacramento Metropolitan
SNA - Santa Ana (Orange County)

ORIGINAL PAGE IS
OF POOR QUALITY

LOCAL SERVICE AND COMMUTER AIRLINE PASSENGERS

	<u>1974</u>	<u>1975</u>
Boston-PBA	20053	22809
Air New England	235928	264534
Downeast	16353	18359
Command	6920	10683
Winnepesaukee	8746	10989
Pilgrim	18293	13860
Bar Harbor	29098	36815
Hyannis-Delta*	11052	0
Air New England	75287	86068
Martha's Vineyard-Delta	9370	0
Air New England	34857	43473
Nantucket-Delta	11336	0
Air New England	65973	73043
New Bedford-Delta	4229	0
Air New England	13525	19186
Pittsfield-Command	14675	12844
Provincetown-PBA	20053	22809
Worcester-Delta	35378	38940

CONTROL TOWER COUNT

	<u>1974</u>	<u>1975</u>		<u>1974</u>	<u>1975</u>
Boston-Logan	288076	287367	Hyannis	93253	103619
Bedford	244434	245116	New Bedford	87768	86962
Norwood	248024	228990	Worcester	83051	76108
Beverly	**	208151	Nantucket	51564	55808
Westfield	142029	176421			

INSTRUMENT APPROACHESOn FAA Nav aids

Boston-Logan	22338	26149	Nantucket	11352	14760
Bedford	17479	21070	Worcester	13238	12761
Hyannis	14269	17831	Westfield	10353	12652
New Bedford	13390	14973			

* Delta terminated operations at Hyannis, Martha's Vineyard, Nantucket and New Bedford on December 31, 1974.

** Started on January 13, 1975.

MICHIGAN

COMMUTER AIRLINE PASSENGERS - 1975

<u>AIRPORT</u>	<u>CITY</u>	NUMBER OF PASSENGERS (IN and OUT)
W. K. Kellogg Regional Airfield	Battle Creek	37,686
City Airport	Detroit	6,092
Metropolitan Wayne County	Detroit	17,505*
Houghton County Memorial	Hancock	855
Capital City	Lansing	1,322
Marquette County	Marquette	1,010
City-County	Sault Ste Marie	-
Cherry Capital	Traverse City	1,754

Source: Aviation Planning Section Bureau of Transportation Planning,
Aviation Statistics

* This figure is a cumulative total from December 1974 to November 1975

OREGON

(Fourth Quarter Data for 1975)

City Pair Summary, Intrastate Only

1. Astoria, Oregon to: ¹	
Portland, Oregon	638
Seattle, Washington ²	46
2. Baker, Oregon to:	
La Grande, Oregon	0
Portland, Oregon	290
Redmond, Oregon	8
Salem, Oregon	155
3. Crescent City, California to: ³	
Medford, Oregon	61
4. Eugene, Oregon to:	
Portland, Oregon	361
5. La Grande, Oregon to:	
Baker, Oregon	0
Portland, Oregon	296
Redmond, Oregon	7
Salem, Oregon	130
6. Medford, Oregon to: ³	
Crescent City, California	54
7. Portland, Oregon to:	
Astoria, Oregon	599
Baker, Oregon	348
Eugene, Oregon	352
La Grande, Oregon	292
Redmond, Oregon	469
Salem, Oregon	14
8. Redmond, Oregon to: ⁴	
Baker, Oregon	3
La Grande, Oregon	4
Portland, Oregon	541
Salem, Oregon	2

9. Salem, Oregon to:

Baker, Oregon	148
La Grande, Oregon	127
Portland, Oregon	8
Redmond, Oregon	6

10. Seattle, Washington

Astoria, Oregon	38
-----------------	----

Number of passengers between cities, based on directional and destination intrastate only; from October 1 to December 31, 1975 for Columbia Airlines, Eureka Aero, Harbor Airlines and Valley Commuter.

1. Service at Astoria suspended, December 31, 1975
2. Interstate - Harbor Airlines
3. Interstate - Eureka Aero
4. Includes the City of Bend

ORIGINAL PAGE IS
OF POOR QUALITY

Columbia Airlines	4th Quarter 1975	4th Quarter 1974	12 months 1975	12 months 1974
Rev. Passenger Miles	628,824	---	2,416,586	---
Available Seat Miles	1,189,800	---	4,596,475	---
Load Factor (%)	52	---	52	---
Passengers	2,848	---	10,993	---

Valley Commuter	4th Quarter 1975	4th Quarter 1974	12 months 1975	12 months 1974
Rev. Passenger Miles	75,578	---	144,690	---
Available Seat Miles	219,420	---	425,484	---
Load Factor (%)	34	---	34	---
Passengers	713	---	1,365	---

APPENDIX H

THE CIVIL AERONAUTICS BOARD DATA FOR U.S.-CANADA
BORDER FLIGHTS AND FOR INTERNATIONAL/TERRITORIAL FLIGHTS

Description of the U.S.-Canada Transborder Data Bank

CIVIL AERONAUTICS BOARD MASTER DATA FILE DESCRIPTION																										
FILE NAME	U. S.-Canada Transborder Directional O&D																									
STORAGE MEDIUM	Cards <input type="checkbox"/>	Tape <input checked="" type="checkbox"/>	Disk: Sequential <input type="checkbox"/>	ISAM <input type="checkbox"/> Random <input type="checkbox"/>																						
DATES OF FILE	From: 1st quarter, 1972 To: Present																									
PROCESSING CYCLE	Period: Quarterly	Approximate number of records per cycle: 40,000 See note 1																								
	Retention	Number of tape reels per cycle <u>1</u>																								
	Period: Indefinite	Number of Disk packs per cycle <u> </u>																								
File Format <input type="checkbox"/> Volume labels <input type="checkbox"/> Standard header labels <input checked="" type="checkbox"/> Non-Standard header labels <input checked="" type="checkbox"/> User header labels <input type="checkbox"/> Tape marks --- Data --- <input type="checkbox"/> Tape marks <input type="checkbox"/> Standard trailer labels <input checked="" type="checkbox"/> Non-Standard trailer labels <input checked="" type="checkbox"/> User trailer labels <input checked="" type="checkbox"/> Tape marks		Sort Sequence (Major to Minor) <table border="0"> <thead> <tr> <th>Field name</th> <th>Positions</th> </tr> </thead> <tbody> <tr> <td>1. Directional orig. city numeric code</td> <td>120-122</td> </tr> <tr> <td>2. Directional dest. city numeric code</td> <td>variable port.</td> </tr> <tr> <td>3. Online carrier; no. of coupon seg.</td> <td>112-115</td> </tr> <tr> <td>4. Carrier alpha code</td> <td>for each variable port.</td> </tr> <tr> <td>5. City numeric code</td> <td>downline</td> </tr> <tr> <td>6. Airport designator</td> <td>segment</td> </tr> <tr> <td>7. Dir. orig. airport designator</td> <td>123</td> </tr> <tr> <td>8. Dir. dest. airport designator</td> <td>variable port.</td> </tr> <tr> <td>9. Ticket origin city alpha code</td> <td>8-10</td> </tr> <tr> <td>10. Ticket dest. city alpha code</td> <td>17-19</td> </tr> </tbody> </table>			Field name	Positions	1. Directional orig. city numeric code	120-122	2. Directional dest. city numeric code	variable port.	3. Online carrier; no. of coupon seg.	112-115	4. Carrier alpha code	for each variable port.	5. City numeric code	downline	6. Airport designator	segment	7. Dir. orig. airport designator	123	8. Dir. dest. airport designator	variable port.	9. Ticket origin city alpha code	8-10	10. Ticket dest. city alpha code	17-19
Field name	Positions																									
1. Directional orig. city numeric code	120-122																									
2. Directional dest. city numeric code	variable port.																									
3. Online carrier; no. of coupon seg.	112-115																									
4. Carrier alpha code	for each variable port.																									
5. City numeric code	downline																									
6. Airport designator	segment																									
7. Dir. orig. airport designator	123																									
8. Dir. dest. airport designator	variable port.																									
9. Ticket origin city alpha code	8-10																									
10. Ticket dest. city alpha code	17-19																									
RECORD/FILE RELATIONSHIP	Fixed <input type="checkbox"/> Variable <input checked="" type="checkbox"/> Undefined <input type="checkbox"/>	Record length 141-509	Blocking Factor N/A	Block length 145-5000																						
SOURCE OF DATA	Submitting entity: None. Data are derived from the U.S. & Canada's O&D Surveys. Submitted on: Tape <input type="checkbox"/> Cards <input type="checkbox"/> Disk <input type="checkbox"/> Transcript documents <input type="checkbox"/> Names of transcript documents:																									
AUTHORITY FOR DATA COLLECTION AND STORAGE	Originating organization: Statistical Data Division, BAS Description of authority: Letter of request.																									
CAB DATA PROCESSING JOB NUMBERS RELATED TO THE FILE	Programs used in creation of the file: 601-60																									
	Programs using file as input:																									
GENERAL DESCRIPTION OF DATA WITHIN FILE: This file contains outbound and inbound passenger totals for the quarter of the file date and the three immediately preceding quarters, for U.S.-Canada transborder routings which have been classified as unidirectional by applying trip breaking criteria to all ticketed routings. Ticketed origin and destination, as well as all downline points in the directional routing are identified. See notes 4 and 5 following the record description. THIS IS A RESTRICTED FILE. SEE INTRODUCTORY NOTE 4.																										
FILE LABEL INFORMATION: No file identification.																										
SYSTEMS ANALYST WHO DESIGNED FILE: Strite																										
PRINCIPAL SOURCE OF INFORMATION OUTSIDE THE DATA PROCESSING DIVISION: Statistical Data Division, BAS																										

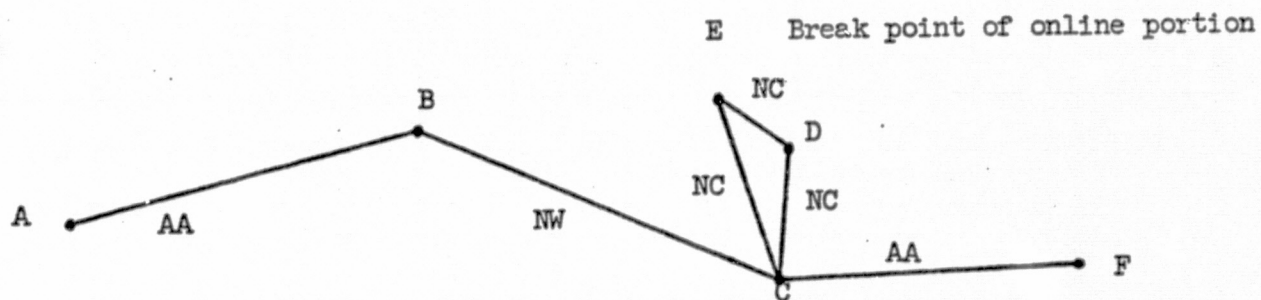
Notes

1. This file always consists of the most recent four quarters of available data. The figure "40,000" is an approximate number of records in the file as of the end of calendar year 1972. A growth factor of about 10% per year should be applied to that figure to estimate the file size for any period beyond that date.
2. Coupon type codes are as follows:

Carrier Category	Origin and Destination Classifications				Intra North America ¹ (both points)
	U.S.-U.S.	U.S.-Foreign Foreign-U.S.	Foreign-Foreign		
U.S.	A	B	C		--
U.S. Air Taxi	--	F	G		D
U.S. Intrastate	--	F	G		D
U.S. Helicopter	-- ²	F	G		D
Pan Am	H ²	B	C		--
Foreign	E	F	G		--
Surface	D	D	D		D
Unknown	A	F	G		--

1. "Intra North America" includes U.S.-U.S., U.S.-foreign and foreign-foreign points in North America.
If no code is shown under "Intra North America", origin-destination pairs have been placed in one of the other classifications.
2. Pan Am coupon segments with an origin and destination which are continental U.S. with Alaska or Hawaii, or Alaska with Hawaii, are coded "A".

3. A directional routing is one in which all segments are flown in essentially the same direction, based on criteria involving direction changes and distances flown relative to direction changes. It is possible for a directional routing to have a side trip which does not affect its directional status even though the side trip involves an obvious direction change, because its distance passes the directional breaking criteria. However, when such a side trip is an online portion (one in which all contiguous segments are served by the same carrier), and the end point of the side trip is the same as the starting point, an "X" is stored in this field of the downline point which is considered the breaking point of the side trip (online portion). Otherwise, when online portions of all routings are analyzed, such trips would be shown as online routings with destinations identical to their origins, and with the intermediate points omitted. An example of such a routing is as follows:



Where AA, NW, and NC represent carriers flying the segments.

4. This file contains only records which describe U.S.-Canada transborder directional trips. The data are derived from ticket files from both the U.S. and Canadian Passenger O&D Surveys.

5. Unlike the other O&D Survey files, this file is equivalent to a 100% sample. This accomplished by multiplying data from the U.S. O&D Survey (a 10% sample) by a factor of ten, and multiplying data from the Canadian O&D Survey (a 20% sample) by a factor of 5.

Description of the International Data Banks*

Directional Origin and Destination (International/Territorial)
Data Bank 2A

Coverage: Approximately 900,000 records per quarter from the first quarter of 1968 to the second quarter of 1974, worldwide by region, country (after 1971), city, and airport.

Status: Copied.

This file is created from and contains essentially the same information as Data Bank 1 except statistics are given separately for the number of passengers flown in each direction between the origin and destination airports.

When the route was circuitous, CAB divided it into separate units at major directional shifts. Data Bank 2A covers international flights made by U.S. airlines.

Through 1971 the data cover 2 years on each file; after 1971 they cover 1 year. In both cases the statistics listed are totals per quarter.

Restrictions: Permanently restricted to those having prior approval of the Statistical Data Division, Bureau of Accounts and Statistics, Civil Aeronautics Board, Washington, D. C. 20428.

Order number: 373-179(B)(1)

Coupon Origin and Destination (International/Territorial),
Data Bank 3A

Coverage: Approximately 900,000 records per year from the first quarter of 1968 to the second quarter of 1974 for the world by city and airport.

Status: Copied.

This file is created from Data Bank 1 and contains quarterly passenger totals between each two airports flown by each airline in each class of international service.

Through the fourth quarter of 1969, each file contains quarterly data for 2 years; thereafter, only 1 year is recorded.

Restrictions: Permanently restricted to those having prior approval by the Statistical Data Division, Bureau of Accounts and Statistics, Civil Aeronautics Board, Washington, D. C. 20428.

Order number: 373-179(C)(1)

*United States Archives and Records Service, Catalog of Machine-Readable Records in the National Archives of the United States (Washington, D. C. 1975), pp. 11-13.

General Information
on
International/Territorial
Origin-Destination Survey of Airline Passenger Traffic*

The Civil Aeronautics Board, in cooperation with the U.S. certificated route air carriers, conducts a recurrent passenger origin-destination survey presenting statistics on passenger travel via the scheduled services of these carriers and showing passenger trip origin and destination and volume of traffic by routing in terms of carriers and transfer points.

This survey has a history dating back to March 1947 when the first international survey was taken. The survey has undergone a number of changes in sampling methods, data content, and types of outputs over the years. The latest major revision in sampling method and data content was implemented with the 1968 survey data. The most recent modifications in output tables were effected with the 1972 survey data. The description that follows is based upon the present status of the survey methods and outputs.

The certificated route air carriers collect survey data on the basis of a continuous 10-percent sample of passenger tickets according to instructions prescribed by the Civil Aeronautics Board. Copies of these instructions, contained in a booklet entitled "Instructions to Air Carriers for Collecting and Reporting Passenger Origin-Destination Survey Statistics," are available upon request of this Division. The carriers report data to the Board for each calendar quarter of each year. This survey includes passenger journeys in which one or more of the points in the itinerary lie outside of the 50 U.S. States and in which a U.S. certificated route air carrier performed all or a part of the transportation. Ticketed itineraries in which no U.S. carrier participates in the carriage on any segment in the entire itinerary are not included.

The international survey data are restricted as to availability and disclosure, as stated on pages 1 through 5 in the attached Specimen. All requests for access to these data must be submitted in writing to the Board for approval. Such requests should establish that the international survey data will be used only in the interests of the United States, should describe the specific uses to be made of the data, and should certify that these data will be controlled as to use and disclosure in conformance with the provisions of section 399.100 of the Board's Statements of General Policy as shown on pages 4 and 5 in the attached Specimen. Applicants granted approval for access to these data will be issued a formal authorization permitting acquisition of the data. Address requests for access to these data to:

Chief, Statistical Data Division, B-48
Bureau of Accounts and Statistics
Civil Aeronautics Board
1825 Connecticut Avenue, N.W.
Washington, D.C. 20428

The Civil Aeronautics Board processes the reported survey data quarterly and produces tabulated survey results. (Output tables were prepared only for the second and fourth quarters from 1970-72. Regular quarterly tabulations are planned to resume with 1973 data.) The international/territorial survey tabulations are contained in three microfilmed outputs (Tables 15, 16, and 17) amounting to 16 or more rolls of film per quarter. These tables are described and shown in the attached Specimen. Microfilm is 100' rolls of 16mm film reduced at a ratio of 24:1. A microfilm reader with image rotation and magnification of an appropriate power to display an image that was 13-1/2" wide before reduction is required to view the data. In addition, data banks of international/territorial survey data are also produced on magnetic computer tape.

*Civil Aeronautics Board. Washington, D.C.



Origin-Destination Survey of Airline Passenger Traffic

International/Territorial

RESTRICTED DATA

SPECIMEN

Compiled by the Civil Aeronautics Board

FOURTH QUARTER 1972

**INTERNATIONAL ORIGIN-DESTINATION DATA ARE MADE
AVAILABLE ONLY TO PERSONS APPROVED BY THE
CIVIL AERONAUTICS BOARD. DISCLOSURE OF THESE
DATA TO OTHERS IS PROHIBITED.**

(SEE REGULATION NO. PS-39 ON FOLLOWING PAGES.)

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Policy Statements
Amendment No. 18 to Part 399
Effective: May 16, 1969
Adopted: May 16, 1969

PART 399 - STATEMENTS OF GENERAL POLICY

INTERNATIONAL PASSENGER O&D SURVEY DATA

In the past, published International Origin and Destination Survey data have been available to the general public. However, other information collected in the survey, but not published, has been available only within the Board from the carrier reports and magnetic tapes on which this information is contained, and has not been available to the general public. The new survey which became effective January 1, 1968, greatly expands the body of facts being collected from the U.S. carriers. In light of this expansion, and of our inability to obtain O&D information from most foreign carriers on a reciprocal basis, the Board has reexamined its policy regarding public disclosure of the international O&D survey data. It is clear that continued disclosure will enable each foreign flag carrier to readily identify the specific traffic most sensitive to competitive diversion, as well as provide new information as to fare basis which permits evaluation of the impact of specific fares on volume. ^{1/} Because of this adverse competitive

^{1/} The information is thus in the nature of "trade secrets," subject to the special provisions of the Freedom of Information Act, as codified in 5 U.S.C. 552(b)(4).

effect, we now find that disclosure of this information to foreign flag carriers on a unilateral basis is not in the national interest.

The Board therefore has determined to withhold international O&D survey data from foreign flag carriers who do not share their traffic statistics on a reciprocal basis. To be effective, however, this withholding of data must of necessity restrict the free access of data to many elements of the U.S. public. The attached Policy Statement sets out these restrictions and makes availability to the public dependent upon a showing that release of the data will serve specifically identified needs of U.S. users which are consistent with U.S. interests, or servicing for the account of a particular U.S. carrier participating in the survey.^{2/}

In consideration of the foregoing, the Board finds that disclosure of international origin and destination statistics, except as provided herein, would adversely affect the interests of United States air carriers, and is not required in the interest of the public. Since the amendment provided for herein is a general statement of policy, notice and public procedure are unnecessary and the amendment may be made effective immediately. Accordingly, the Board hereby amends Part 399, Statements of General Policy (14 CFR Part 399), effective May 16, 1969, as follows:

1. By amending the table of contents of Part 399 to include the new title of Subpart I and the title of the new policy statement as follows:

^{2/} By concurrent amendment of Part 385 (OR-40), the Board is delegating to the Director, Bureau of Accounts and Statistics, authority to grant or deny requests for the use of international origin and destination statistics, and further to provide to the Air Transport Association of America international survey data under such terms as he deems necessary to ensure that only persons authorized by the Director will receive the data.

SUBPART I - POLICIES RELATING TO DISCLOSURE OF INFORMATION

Sec.

399.100 Release of international passenger origin and destination statistics.

2. By adding a new Subpart I, the title of which shall read as follows:

SUBPART I - POLICIES RELATING TO DISCLOSURE OF INFORMATION

3. By adding a new §399.100 to read as follows:

§399.100 Release of international passenger origin and destination statistics.

International data in the Civil Aeronautics Board's Origin-Destination Survey of Airline Passenger Traffic are contained in reports submitted by U.S. carriers to the Board, in data banks on magnetic tape maintained at the CAB, and in tabulations prepared from the data banks by CAB.

Similar international passenger origin and destination survey data covering the operations of the non-U.S. carriers are not generally available to the Civil Aeronautics Board, the U.S. carriers, or U.S. interests.. Therefore, because of the damaging competitive impact upon U.S.-flag carriers and the adverse effect upon the public interest that would result from unilateral disclosure of the U.S. survey data, the Civil Aeronautics Board has determined its policy to be that the international data in the CAB Origin-Destination Survey of Airline Passenger Traffic shall be disclosed only as follows:

(1) To an air carrier directly participating in, and contributing input data to, the survey; or to a legal or consulting firm or other

organization designated by an air carrier to use on its behalf O&D data in connection with a specific assignment by such carrier.

(2) To parties to any proceeding before the Board to the extent that such data are relevant and material to the issues in the proceeding upon a determination to this effect by the hearing examiner assigned to the case or by the Board. Any data to which access is granted pursuant to this section may be introduced into evidence, subject to the normal rules of admissibility of evidence.

(3) To agencies and other components of the U.S. Government.

(4) To other persons upon a showing that the release of the data will serve specifically identified needs of U.S. users which are consistent with U.S. interests.

(5) To foreign governments and foreign users as provided in formal reciprocal arrangements between the foreign and U.S. governments for the exchange of comparable O&D data.

The Board reserves the right to make such other disclosure of the subject data as is consistent with its regulatory functions and responsibilities.

(Secs. 204(a) and 1104 of the Federal Aviation Act of 1958, as amended, 72 Stat. 743, 797; 49 U.S.C. 1324, 1504. Interpret or apply secs. 3 and 4 of the Administrative Procedure Act as amended and recodified, 80 Stat. 383, 81 Stat. 54; 5 U.S.C. 552, 553.)

By the Civil Aeronautics Board:

MABEL McCART

Acting Secretary

(SEAL)

NOTE: This is Amendment No. 18 to Part 399 effective January 29, 1964.

INTRODUCTION
TO TABLE 15

An explanation of the data collection and processing methods, descriptions of all of the domestic tabulations, trip-breaking procedures, survey reliability, and tables of sampling errors appear in the roll of microfilm containing Table 11 and also in the first volume of the printed survey publication.

This is the first of three international/territorial survey tabulations, all of which are issued on microfilm. The remaining two tables are Table 16, a directional origin-destination tabulation with complete routing detail, and Table 17, a flight-coupon origin-destination tabulation with carrier and fare-basis detail.

This table is an international/territorial city-pair summary, based on directional origin-destination. The directional itineraries result from breaking the reported ticketed itineraries into directional movements in accordance with the trip-breaking procedures described in the explanation cited in paragraph one, above. The traffic in this table is a summary of directional journeys having one or more points outside of the 50 U. S. States. Local traffic via Pan American's Intra-Germany Services is excluded. Also excluded is traffic moving solely by surface modes, which results from the breaking of ticketed itineraries into directional movements. Directional itineraries via foreign-flag carriers captured in the survey, which were excluded from this table prior to 1972, are included beginning with data for the second quarter of 1972; thus the 12-month amounts include such traffic for only the last nine months of this period.

This table covers all city pairs and shows passengers and passenger-miles between cities by direction of travel and gives average mileage. It is a summary of the detailed data in Table 16, but does not contain carrier or routing information, and does not identify traffic by airport at multi-airport cities. Passenger-miles^{1/} are the summation of the products of the number of passengers multiplied by the individual mileages for all air-coupon stages in each directional itinerary before summarization. (Prior issues excluded the passenger-miles between cities within the 50 U. S. States.) Surface transport portions are excluded from the passenger-mile accumulation. Average mileage is computed by dividing the passenger-miles by the number of passengers.

The table also contains data on traffic generation by each of the cities in a pair. When all of the traffic is generated by the two cities in the pair, the totals in the "traffic generated" columns will equal the totals in the traffic columns. When the sum of the "traffic generated" amounts is less than the traffic columns, the residual is due to traffic generated by third cities, such as would occur in the return direction of an open-jaw trip.

^{1/} Slight differences may occur in mileages and passenger-miles in some markets in one table compared to another. These are due to changes in coordinates of latitude and longitude taking place at some points during the survey period and to different methods of summarization used in the various tables.

Table 15. SUMMARY OF INTERNATIONAL/TERRITORIAL TRAFFIC BETWEEN CITIES
(Based on directional origin-destination)

BASE STATION -- MONTPELLIER, FRANCE

PAGE 1348

TEN-PERCENT SAMPLE FOR THE QUARTER AND 12 MONTHS ENDED JUNE 30, 1974

CITY PAIR BASE CITY REFERENCE CITY	NUMBER OF PASSENGERS IN SAMPLE					AVERAGE MILEAGE		NUMBER OF PASSENGERS-MILES IN SAMPLE, OUTBOUND + INBOUND		TRAFFIC IN CITY PAIR GENERATED BY EACH CITY IN THE PAIR, 12 MONTH SAMPLE AMOUNTS			
	QUARTER		12 MONTHS							NUMBER OF DIRECTIONAL JOURNEYS IN THE CITY PAIR FROM TICKETS ORIGINATING AT		NUMBER OF PASSENGER-MILES IN THE CITY PAIR FROM TICKETS ORIGINATING AT	
	OUTBOUND FROM BASE	OUTBOUND PLUS INBOUND	OUTBOUND FROM BASE	OUTBOUND PLUS INBOUND		QTR	12 MOS	QUARTER	12 MONTHS	BASE CITY	REFER- ENCE CITY	BASE CITY	REFERENCE CITY
				NUMBER	AVERAGE PER DAY								
TEHERAN, IRAN	1	2	1	2	*	3307	3307	6614	6614		2		6614
TULSA, OKLAHOMA				1	*		7264		7264		1		7264
WASHINGTON, D. C.	1	2	1	2	*	4218	4218	8435	8435	2		8435	
BASE CITY TOTAL	10	23	23	58	.2	4592	4526	105611	262518	12	43	56944	200316

MONTREAL, QUEBEC, CANADA													
ABERDEEN, S. D.		3	1	5	*	1338	1335	4014	6677		5		6677
ABIDJAN, IVORY COAST	2	4	8	15	*	5566	5555	22265	83328	10	5	55733	27595
ABILENE, TEXAS			1	3	*		1872		5616		3		5616
ACAPULCO, MEXICO	8	22	136	426	1.2	7597	2611	57134	1112494	318	107	832250	277649
ACCRA, GHANA	4	8	6	11	*	6831	6882	54644	75707	7	4	49301	29408
ADDIS ABABA, ETHIOPIA				1	*		8019		8019				
ADELAIDE, AUSTRALIA			3	6	*		12317		73902	2	4	21640	52262
AHMEDABAD, INDIA			2	3	*		8172		24515	2		17251	
AKRON/CANTON, OHIO	1	2	7	15	*	534	659	1068	9880	3	12	1814	
ALAMOGORDO, N. MEX.	1	2	1	2	*	2107	2107	4213	4213		2		
ALAMOSA, COLORADO	1	1	1	1	*	1816	1816	1816	1816		1		
ALBANY, GEORGIA		3	6	16	*	1396	1268	4187	20282		9	8726	11556
ALBANY, NEW YORK	45	94	168	365	1.0	203	203	19118	73960	103	256	21936	50896
ALBUQUERQUE, N. MEX.	17	34	42	85	.2	1939	1923	65924	163490	31	53	59399	101113
ALEXANDRIA, LA.		2	1	5	*	1682	1697	3364	8487	2	2	3373	
ALGIERS, ALGERIA	2	2	3	4	*	5231	4926	10462	19704	2	2	10462	2042
ALICE SPRINGS, AUSTRAL.				1	*		10512		10512	1		10512	
ALLENSTOWN, PENNA.	12	24	33	67	.2	495	493	11883	33030	20	45	9599	22300
ALPENA, MICHIGAN		1		2	*	727	727	727	1454		2		1454
ALTOONA, PENNSYLVANIA	1	2	1	3	*	639	618	1278	1855		3		1855
AMARILLO-BORGER, TEX.	4	7	9	15	*	1815	1838	12706	27573	6	9	11539	16125
AMRITSAR, INDIA			1	2	*		7747		15494	2			
AMSTERDAM, NETH.	11	23	31	57	.2	3786	3960	87068	226160	31	15	127537	27537
ANCHORAGE, ALASKA	2	4	8	17	*	3594	3769	14376	64065	6	11	22520	64065
ANKARA, TURKEY	1	2	3	6	*	5172	5171	10344	31027	3	3	15400	31027
ANTWERP, BELGIUM		1	1	3	*	4046	4023	4046	12070				
ARUNA, NETH. ANTILLES	2	4	14	26	.1	2405	2405	9621	62529	25	1	60111	2405
ASBURY PARK, N. J.			1	2	*		367		734		2		
ASHEVILLE, N. C.	4	11	13	26	.1	972	947	10695	24630	12	13	11264	24630
ASHLAND, VT/MONTINGTON	2	5	7	15	*	767	757	3834	1172	9	7	6323	757
ASMARA, ETHIOPIA				1	*		8127		8127		1		
ASPEN, COLORADO	1	1	6	12	*		1760		2112	10	2	17600	2112
ASUNCION, PARAGUAY							14446		14446	2		14446	
ATHENS, GEORGIA							3464		3464	1	2	1152	
ATHENS, GREECE	3	7	37				34707		374924	65	6	328252	374924
ATLANTA, GEORGIA	154	107				1094	1111	329182	1228684	553	532	623836	1228684
ATLANTIC CITY, N. J.	7				.1	511	474	6126	22278	42	5	20110	22278
AUCKLAND, NEW ZEALAND	3	5	10	18	*	10268	9738	51339	175255	15	3	148740	175255

INTRODUCTION
TO TABLE 16

An explanation of the data collection and processing methods, descriptions of all of the domestic tabulations, trip-breaking procedures, survey reliability, and tables of sampling errors appear in the roll of microfilm containing Table 11 and also in the first volume of the printed survey publication.

This is the second of the three international/territorial survey tabulations, all of which are issued on microfilm. The other two tables are Table 15, a city-pair summary of the detail in this table, and Table 17, a flight-coupon origin-destination tabulation with carrier and fare-basis detail.

This table is a multi-reel tabulation of international/territorial directional origin-destination data, with complete routing detail. The directional itineraries result from breaking the reported ticketed itineraries into directional movements in accordance with the trip-breaking procedures described in the explanation cited in paragraph one, above. The directional itineraries in this table have one or more points lying outside of the 50 U. S. States. Local traffic via Pan American's Intra-Germany Services is excluded. Also excluded is traffic moving solely by surface modes, which results from breaking ticketed itineraries into directional movements. Directional itineraries via foreign-flag carriers captured in the survey, which were excluded from this table prior to 1972, are included beginning with data for the second quarter of 1972; thus the 12-month amounts include such traffic for only the last nine months of this period.

This table presents the number of passengers and passenger-miles between cities by direction of travel with routing, showing interline and intraline connecting points. (Carrier and city/airport code lists appear below.) The actual mileages^{1/} are shown for each routing. This mileage encompasses all stages in the itinerary, including domestic portions of the travel and surface transport segments. Passenger-miles^{1/} are the summation of the products of the number of passengers multiplied by the individual mileages for all air-coupon stages in the directional itinerary. (Prior issues excluded the passenger-miles between cities lying inside the 50 U. S. States.) Surface transport portions are excluded from the passenger-mile accumulation. The routing shows individual airports at multi-airport cities to the extent that they are identified in the reported data. At the end of each city pair the total traffic in the pair is recapitulated by carrier, and at the end of the table the overall traffic is distributed by carrier. In these distributions, the passenger amounts are credited to each carrier in the routing, thus duplicating passengers on interline routings.

Beginning with the second quarter 1972 issue, this table is crossposted, so as to group all pairings with each city together under the city as a base station. City totals are planned to be added in a later issue. For city totals refer to Table 15.

^{1/} Slight differences may occur in mileages and passenger-miles in some markets in one table compared to another. These are due to changes in coordinates of latitude and longitude taking place at some points during the survey period and to different methods of summarization used in the various tables.

BASE STATION MONTREAL, QUEBEC, CANADA
TEN-PERCENT SAMPLE FOR THE QUARTER AND 12 MONTHS ENDED MARCH 31, 1974

NUMBER OF PASSENGERS IN SAMPLE				CITY PAIR BASE CITY -- REFERENCE CITY ROUTING	MILE-AGE	NUMBER OF PASSENGER-MILES IN SAMPLE OUTBOUND PLUS INBOUND	
QUARTER	12 MONTHS					QUARTER	12 MONTHS
OUTBOUND PLUS INBOUND	OUTBOUND FROM BASE	OUTBOUND PLUS INBOUND					
(DISTRIBUTION FROM BASE) PASS QTR PASS 12MO'S PM QTR PM 12MO'S	3 1006	2 422	1 315	6 1743			
DISTRIBUTION OF OUTBOUND PLUS INBOUND PASSENGERS AND PASSENGER-MILES BY CARRIER							
CARRIER PASS QTR PASS 12MO'S PM QTR PM 12MO'S	02 1 3 147 441	OTHER 3 5 1641 3135	TOTAL 4 8 1788 3576				
MONTREAL, QUEBEC, CANADA--DUBUQUE, IOWA							
				YUL AC ORD OZ DBQ	894	894	2682
				YUL AF ORD XV DBQ	894	894	894
				CITY-PAIR TOTAL		1788	3576
MONTREAL, QUEBEC, CANADA--DULUTH, MINNESOTA							
				YUL AC ORD NC DLH	1144	2288	14872
				YUL AC YQT NC DLH	933	933	933
				YUL AC YYZ NC DLH	964		964
				YUL AF ORD NC DLH	1144	2288	4576
				YUL AF CHI NC DLH	1151		1151
				YUL EA LGA NC DLH	1328		1328
				YUL AC ORD NC MKE NC DLH	1155		1155
				YUL AC ORD NC MSP NC DLH	1225		1225
				YUL AC ORD RW MSP NC DLH	1225		2450
				YUL AC ORD UA MSP NC DLH	1225	1225	1225
				YUL AC NYC AA ORD NC DLH	1453		1453
				YUL AC YYZ AA ORD NC DLH	1148		2296
				YUL AC YYZ AC ORD NC DLH	1137		4592
				YUL AC YYZ NC MSP NC DLH	1137	1137	4548
				YUL AC YYZ TZ YQT NC DLH	1052		2104
				YUL AF ORD NC MSP NC DLH	1225		1225
				YUL CP YYZ AA ORD NC DLH	1148		1148
				YUL CP YYZ NC MSP NC DLH	1137		1137
				YUL EA LGA UA MSP NC DLH	1488		2976
				YUL AC TOM AC YYZ TZ YQT NC DLH	1057		1057
				CITY-PAIR TOTAL		7871	52411
DISTRIBUTION OF OUTBOUND PLUS INBOUND PASSENGERS AND PASSENGER-MILES BY CARRIER							
CARRIER PASS QTR	AA 7	EA 16	NC 43	MM 1	UA 7	OTHER 7	TOTAL 15

INTRODUCTION
TO TABLE 17

An explanation of the data collection and processing methods, descriptions of all of the domestic tabulations, trip-breaking procedures, survey reliability, and tables of sampling errors appear in the roll of microfilm containing Table 11 and also in the first volume of the printed survey publication.

This is the third of the three international/territorial survey tabulations, all of which are issued on microfilm. The other two tables are Table 15, a city-pair summary based on directional origin and destination, and Table 16, a directional origin-destination tabulation with complete routing information.

This table shows total international/territorial passenger-stage movements (coupon origin-destination), and is produced by dissecting the directional itineraries in Table 16 into each of the flight-coupon stages in the itinerary. One or both cities in each city pair in this table are outside of the 50 U. S. States. Local traffic via Pan American's Intra-Germany Services is excluded. Surface-transport stages are also excluded. Flight-coupon stages via foreign-flag carriers captured in the survey, which were excluded from this table prior to 1972, are included beginning with data for the second quarter of 1972; thus the 12-month amounts include such traffic for only the last nine months of this period.

Data are summarized by flight-coupon origin-destination, with a breakdown by carrier and by fare-basis category. (A carrier code/decode list appears below.) Individual airports are not identified at multi-airport cities. This is the only international/territorial tabulation presenting information by fare basis. Beginning with the second quarter 1972 issue, the individual fare-basis codes in the reported survey data are consolidated into 13 broad categories. A translation of the fare-basis codes and the grouping of codes into categories are shown below. An overall recapitulation by carrier and fare-basis category appears at the end of the table.

Mileages^{1/} are nonstop airport-to-airport distances. At multi-airport cities the mileage is computed from a point which is fixed by averaging the coordinates of the air carrier airports at such cities. Passenger-miles^{1/} are the summation of the products of the number of passengers multiplied by the mileage for each flight-coupon stage prior to summarization, and thus reflect individual airports at multi-airport cities to the extent that they are identified in the reported data.

This table is crossposted so as to group all pairings with each city together. Traffic is classified as "local" when the coupon origin-destination and the directional origin-destination are the same two points. Traffic for U. S. carriers is classified in the "freedom" columns, based on the U. S. viewpoint.

^{1/} Slight differences may occur in mileages and passenger-miles in some markets in one table compared to another. These are due to changes in coordinates of latitude and longitude taking place at some points during the survey period and to different methods of summarization used in the various tables.

Table IV summarizes estimated regression-coefficient estimates from the OLS and 2SLS models based on the log-linear specification.

PAGE 6546

MARKET										THIRD PLUS FOURTH FREEDOM PASSENGERS IN SAMPLE OUTBOUND PLUS INBOUND			
BASE CITY ... REFERENCE CITY (NONSTOP MILEAGE)													
CARRIER	FARES	NUMBER OF PASSENGERS IN SAMPLE						NUMBER OF PASSENGER-MAILES IN SAMPLE OUTBOUND PLUS INBOUND		QUARTER		12 MONTHS	
		QUARTER			12 MONTHS					NUMBER	PERCENT OF TOTAL	NUMBER	PERCENT OF TOTAL
		OUTBOUND FROM BASE CITY	OUTBOUND PLUS INBOUND		OUTBOUND FROM BASE CITY	OUTBOUND PLUS INBOUND							
			LOCAL	TOTAL		LOCAL	TOTAL						
UK				1		2			1393				
Y						7							
TOTAL				1		10			1393				
MONTREAL, QUEBEC, CANADA--NEW YORK, NEW YORK (327 MILES)													
AC F		86	67	199		288		159	621	66141		206277	
AC FD						2		1	6			1998	
AC FE		1		2		2			3	660		993	
AC FP		7	4	15		33		20	73	4977		24219	
AC M									1			333	
AC MA						1			3			999	
AC UK						317		20	756	66378		250626	
AC Y		569	406	1555		1754		1057	3685	383739		1223805	
AC YD		32	4	64		128		19	262	21300		87198	
AC YE		100	1	180		317		7	674	59826		223716	
AC YN				5				5	5	1665		1665	
AC YP		173	51	240		379		154	635	79830		211059	
AC Z		2	4	8		18		19	48	2664		15930	
TOTAL		1040	349	2068		3239		1461	6772	687180		2248818	
AF F						2			2			660	
AF UK									1			327	
AF Y						1			1			333	
TOTAL						3			4			1320	
AL F			1	4		2		3	8	1320		2643	4 100.0
AL FD						2		2	3			990	3 100.0
AL FP						1			3	333		984	3 100.0
AL UK						13		1	26	1320		8506	2 50.0
AL Y		18	27	47		241		336	500	15528		164904	46 97.9
AL YD						6		10	15			427	15 100.0
AL YE		1	2	3		10		10	22	993		667	2 66.7
AL YP		1	4	5		11		46	61	1653		1008	3 100.0
AL Z		1	2	2		7		17	18	660		1008	3 100.0
TOTAL		22	36	66		313		451	550	21807		21807	62 93.9
AZ UA										333		667	
AZ YD												667	
AZ YE												333	
AZ Z												333	
TOTAL						2			5	333		1655	

APPENDIX I

SPECIMENS OF FEDERAL AVIATION ADMINISTRATION PROFILES
FOR SCHEDULED AIR CARRIER OPERATIONS
AND PASSENGER TRAFFIC

SCHEDULED OPERATIONS, BY AIR CARRIER TYPE* (Pages I-2 to I-7).

I-2

DETROIT, MICH.

DTW

SCHEDULED OPERATIONS BY HOUR

FRIDAY - MAY 3, 1974

HOUR	ARRIVALS						DEPARTURES						TOTAL OPERATIONS					
	DCM PAX	LOC PAX	INT PAX	AIR TAXI	CARGO	TOTAL	DOM PAX	LOC PAX	INT PAX	AIR TAXI	CARGO	TOTAL	DOM PAX	LCC PAX	INT PAX	AIR TAXI	CARGO	TOTAL
00	6	0	0	0	1	7	0	0	0	0	1	1	6	0	0	0	2	8
01	1	0	0	2	1	4	0	0	0	2	2	4	1	0	0	4	3	8
02	0	0	0	1	0	1	2	0	0	0	1	3	2	0	0	1	1	4
03	2	0	0	0	1	3	0	0	0	0	0	0	2	0	0	0	1	3
04	1	0	0	2	1	4	0	0	0	0	1	1	1	0	0	2	2	5
05	0	0	0	0	0	0	1	0	0	2	1	4	1	0	0	2	1	4
06	1	0	0	1	1	3	3	1	0	0	0	4	4	1	0	1	1	7
07	0	4	0	1	0	5	5	5	0	1	1	12	5	9	0	2	1	17
08	6	3	1	0	1	11	15	5	1	1	0	22	21	8	2	1	1	33
09	10	2	0	1	2	15	10	1	0	0	1	12	20	3	0	1	3	27
10	6	3	0	2	1	12	11	3	1	1	1	17	17	6	1	3	2	29
11	9	4	1	0	1	15	6	3	0	2	0	11	15	7	1	2	1	26
12	5	3	0	0	0	8	9	5	1	0	2	17	14	8	1	0	2	25
13	10	3	0	0	1	14	8	2	0	1	0	11	18	5	0	1	1	25
14	5	5	1	1	0	12	9	4	0	0	1	14	14	9	1	1	1	26
15	7	1	0	1	0	9	6	3	1	0	0	10	13	4	1	1	0	19
16	12	5	0	0	1	18	11	2	0	1	0	14	23	7	0	1	1	32
17	11	4	0	0	0	15	12	7	1	0	0	20	23	11	1	0	0	35
18	8	1	1	3	0	13	8	3	0	0	1	12	16	4	1	3	1	25
19	12	4	1	0	0	17	8	2	1	3	0	14	20	6	2	3	0	31
20	15	4	2	0	0	21	8	3	1	0	0	12	23	7	3	0	0	33
21	4	3	0	0	0	7	2	4	0	0	0	6	6	7	0	0	0	13
22	4	3	0	0	1	8	6	0	0	1	0	7	10	3	0	1	1	15
23	4	2	0	0	0	6	0	1	0	0	1	2	4	3	0	0	1	8
TOTAL DAY	139	54	7	15	13	228	140	54	7	15	14	230	279	108	14	30	27	458

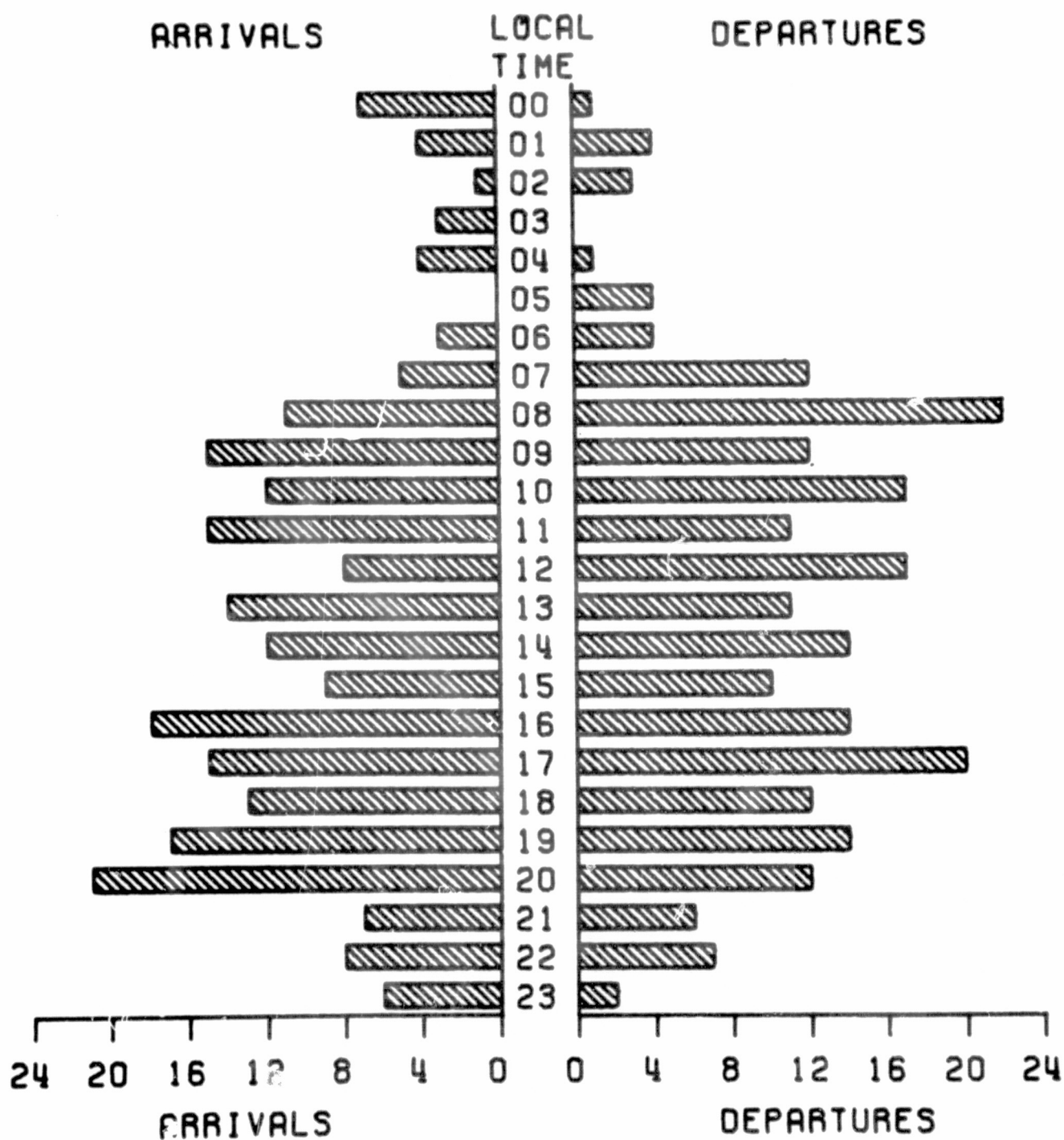
PEAK OPERATIONS PER HOUR : 35

PEAK AS PERCENT OF TOTAL: 7.7%

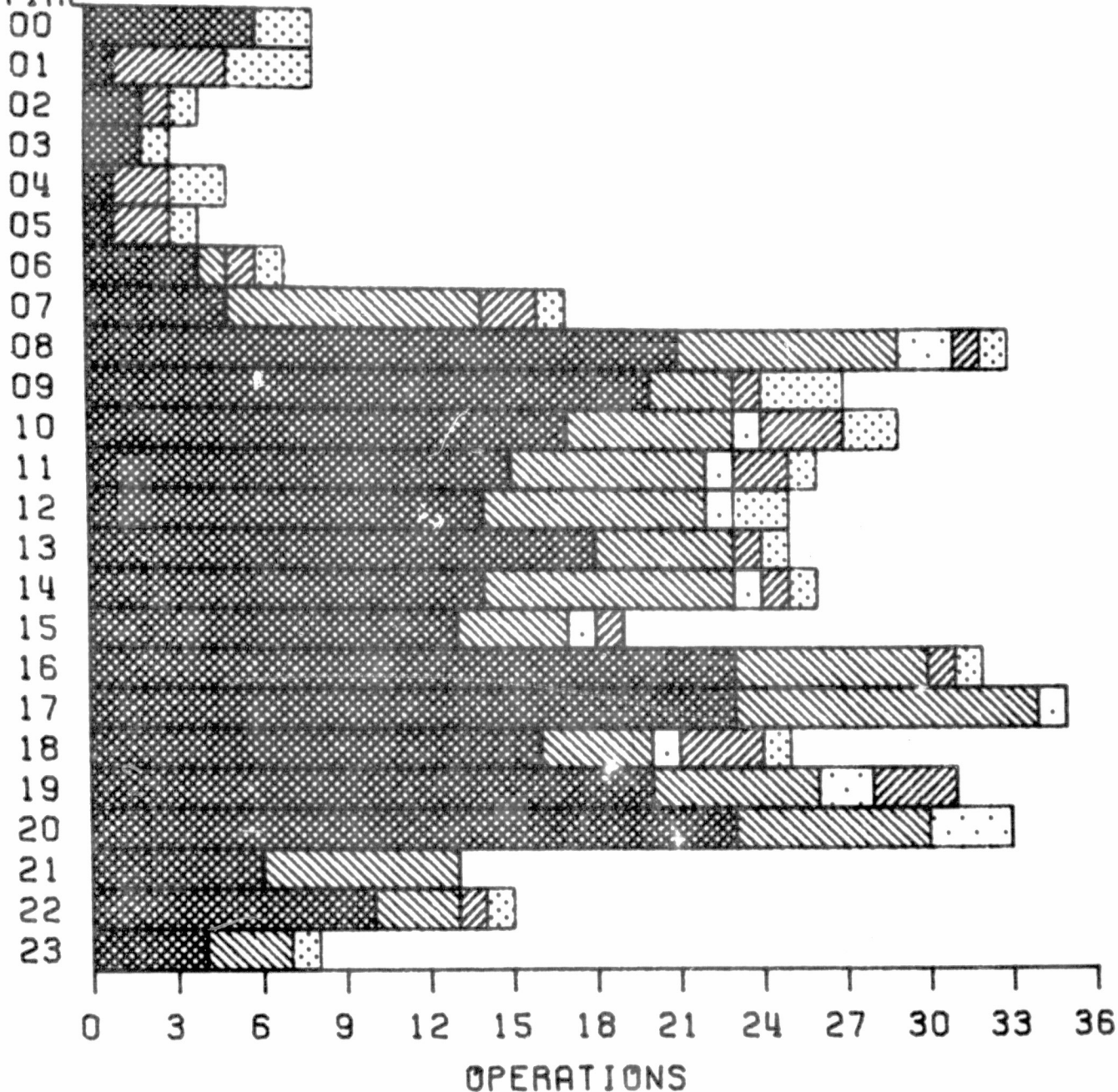
PEAK HOUR(S) OF OPERATION: 17

*From: Profiles of Scheduled Air Carrier Airport Operations, Top 100 U.S. Airports.
U.S. DOT, FAA.

DETROIT, MICH.
DTW
SCHEDULED OPERATIONS BY HOUR
FRIDAY - MAY 3, 1974



DETROIT, MICH.
DTW
SCHEDULED OPERATIONS BY HOUR
FRIDAY - MAY 3, 1974

LOCAL
TIME

DOMESTIC TRUNK PAX INTERNATIONAL PAX
 LOCAL SERVICE PAX AIR TAXI
 CARGO

SACRAMENTO, CALIF.

SMF

SCHEDULED OPERATIONS BY HOUR

FRIDAY - MAY 3, 1974

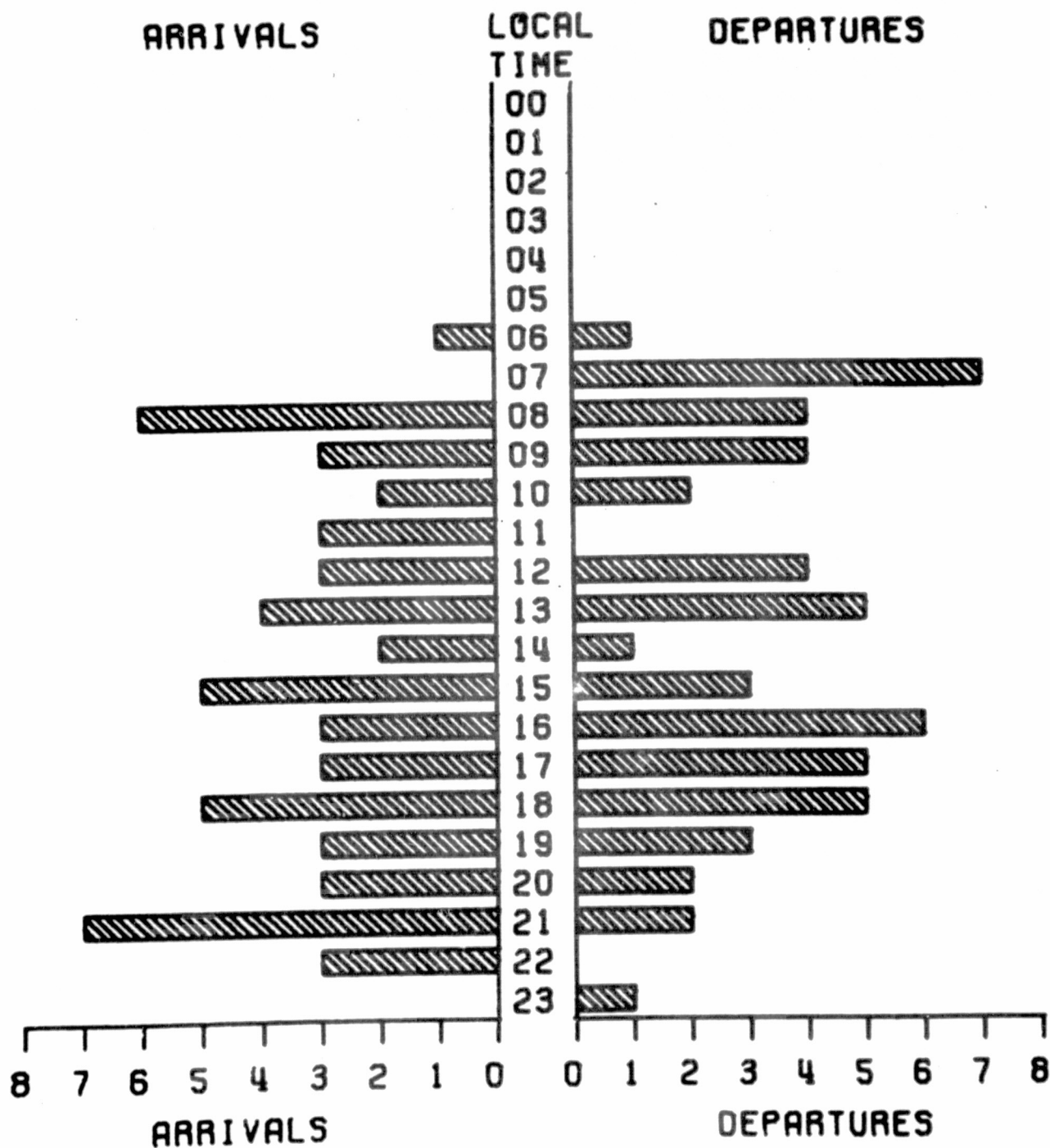
HOUR	ARRIVALS						DEPARTURES						TOTAL OPERATIONS					
	DOM PAX	LCC PAX	INT PAX	AIR TAXI	CARGO	TOTAL	DOM PAX	LOC PAX	INT PAX	AIR TAXI	CARGO	TOTAL	DOM PAX	LOC PAX	INT PAX	AIR TAXI	CARGO	TOTAL
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06	1	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2
07	0	0	0	0	0	0	4	3	0	0	0	7	4	3	0	0	0	7
08	1	2	0	3	0	6	2	0	0	2	0	4	3	2	0	5	0	10
09	1	2	0	0	0	3	0	3	0	1	0	4	1	5	0	1	0	7
10	0	1	0	1	0	2	1	1	0	0	0	2	1	2	0	1	0	4
11	1	2	0	0	0	3	0	0	0	0	0	0	1	2	0	0	0	3
12	2	1	0	0	0	3	2	1	0	1	0	4	4	2	0	1	0	7
13	1	2	0	1	0	4	1	3	0	1	0	5	2	5	0	2	0	9
14	1	1	0	0	0	2	1	0	0	0	0	1	2	1	0	0	0	3
15	2	1	0	2	0	5	1	1	0	1	0	3	3	2	0	3	0	8
16	1	1	0	1	0	3	2	2	0	2	0	6	3	3	0	3	0	9
17	1	2	0	0	0	3	1	4	0	0	0	5	2	6	0	0	0	8
18	1	2	0	2	0	5	2	1	0	2	0	5	3	3	0	4	0	10
19	0	3	0	0	0	3	0	3	0	0	0	3	0	6	0	0	0	6
20	1	1	0	1	0	3	0	1	0	1	0	2	1	2	0	2	0	5
21	2	5	0	0	0	7	0	2	0	0	0	2	2	7	0	0	0	9
22	2	1	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	3
23	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
TOTAL DAY	18	27	0	11	0	54	18	26	0	11	0	55	36	53	0	22	0	111

PEAK OPERATIONS PER HOUR : 10

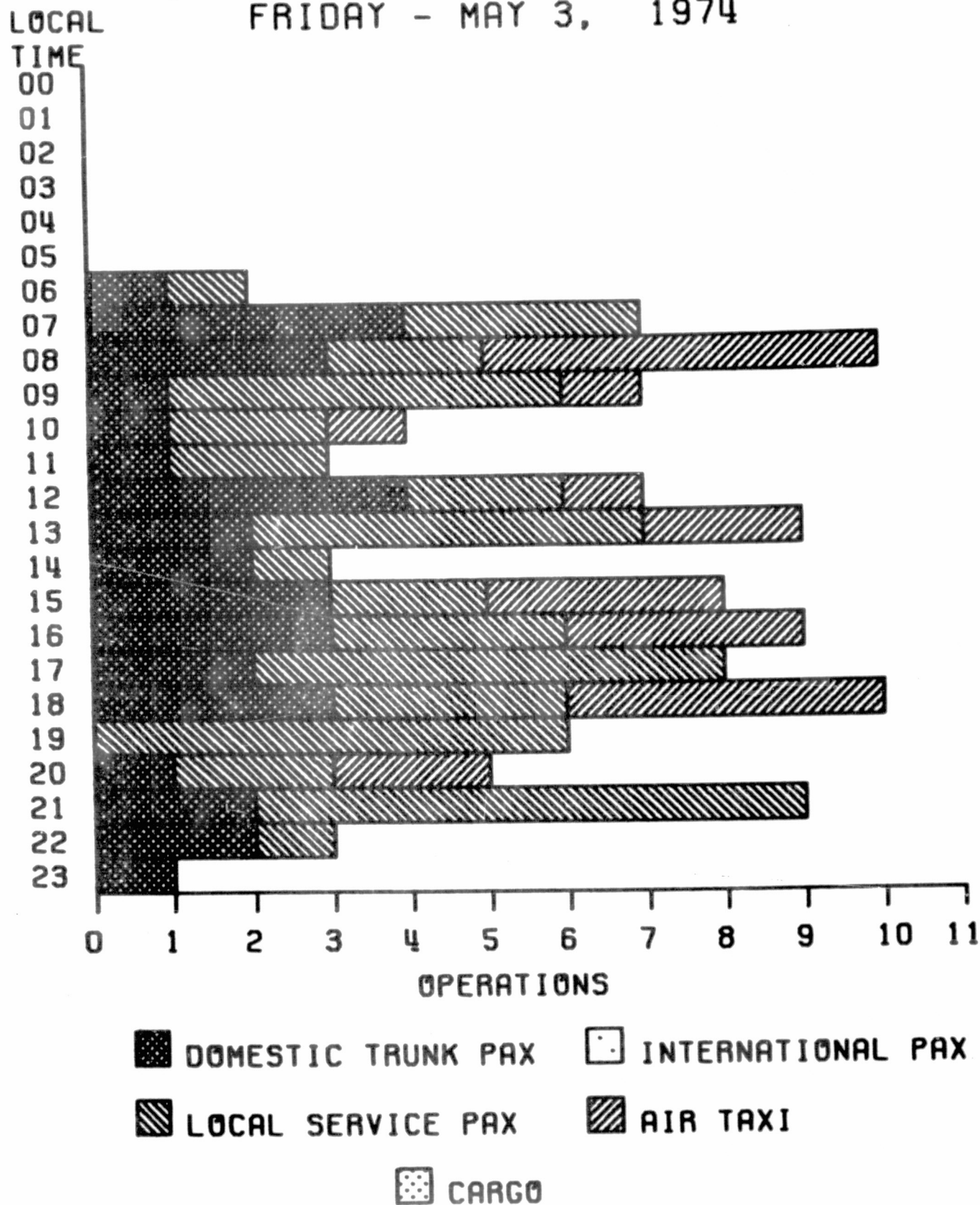
PEAK AS PERCENT OF TOTAL: 9.1%

PEAK HOUR(S) OF OPERATION: 08 18

SACRAMENTO, CALIF.
SMF
SCHEDULED OPERATIONS BY HOUR
FRIDAY - MAY 3, 1974



SACRAMENTO, CALIF.
SMF
SCHEDULED OPERATIONS BY HOUR
FRIDAY - MAY 3, 1974



SCHEDULED OPERATIONS BY STAGE LENGTH* (Pages I-8 to I-10)

DETROIT, MICH.

DTW

SCHEDULED OPERATIONS BY HOUR

FRIDAY - NOVEMBER 1, 1974

ARRIVALS

DEPARTURES

TOTAL OPERATIONS

GROUP	GROUP	GROUP	GROUP	GROUP	TOTAL	GROUP	GROUP	GROUP	GROUP	GROUP	TOTAL	GROUP	GROUP	GROUP	GROUP	GROUP	TOTAL
1	2	3	4	5		1	2	3	4	5		1	2	3	4	5	
00	1	2	1	2	2	8	1	0	0	0	0	1	2	2	1	2	4
01	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	2
02	1	0	1	1	0	3	0	0	1	0	0	1	0	2	1	0	4
03	0	0	2	0	0	2	0	0	1	0	1	2	0	0	3	0	4
04	0	0	2	1	0	3	0	0	0	0	0	0	0	2	1	0	3
05	0	0	0	0	0	0	0	0	1	1	1	3	0	0	1	1	3
06	0	0	1	0	2	3	1	2	1	0	0	4	1	2	2	0	7
07	2	1	2	0	0	5	2	3	5	0	0	15	4	4	7	5	20
08	4	0	8	2	0	14	4	0	8	0	0	21	8	0	16	11	35
09	4	1	4	7	0	16	2	0	5	3	6	16	6	1	4	10	32
10	2	0	6	4	1	13	3	1	4	3	5	16	5	1	10	7	29
11	3	0	6	4	0	13	3	2	2	0	0	12	6	2	8	9	25
12	2	1	4	5	0	12	3	0	9	4	0	16	5	1	13	4	24
13	3	1	3	7	0	14	1	1	0	1	1	10	4	2	3	14	24
14	2	1	5	2	1	11	4	3	5	4	0	16	6	4	10	6	27
15	5	3	4	4	1	17	1	0	4	0	1	11	6	3	8	9	28
16	5	0	5	7	3	20	5	1	6	0	0	18	10	1	11	13	38
17	4	1	5	5	0	15	1	3	7	1	2	20	5	4	12	12	35
18	1	2	2	5	2	12	5	0	2	3	1	11	6	2	4	8	23
19	2	1	6	5	5	19	5	0	3	0	0	14	7	1	9	11	33
20	3	1	6	7	2	19	1	1	9	4	0	15	4	2	15	11	34
21	1	1	3	3	1	9	2	2	5	0	0	11	3	3	8	5	20
22	3	0	2	5	0	10	0	1	4	0	2	7	3	1	6	7	19
23	1	0	4	1	0	6	0	0	2	0	0	2	1	0	6	1	4
TOTAL DAY	49	17	82	77	20	245	44	20	85	70	20	245	93	37	167	153	490

PEAK OPERATIONS PER HOUR : 38

PEAK AS PERCENT OF TOTAL: 7.8%

PEAK HOUR(S) OF OPERATION: 16

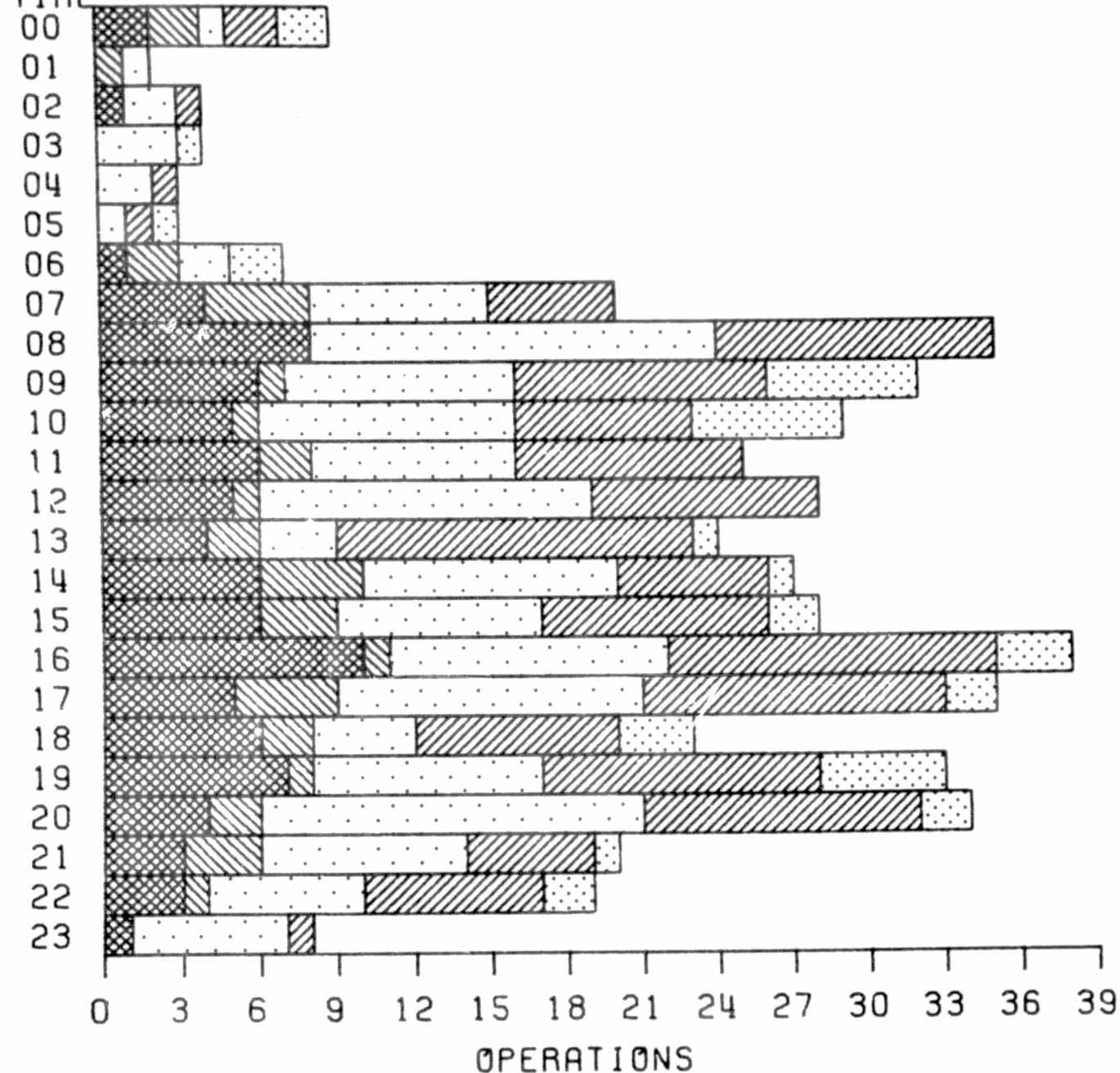
*From: Profiles of Scheduled Air Carrier Operations by Stage Length - Top 100 U.S. Airports. U.S. Department of Transportation, Federal Aviation Administration.

LEGEND: GROUP 1: 0 - 100 MILES
GROUP 2: 101 - 200 MILES
GROUP 3: 201 - 400 MILES
GROUP 4: 401 - 1000 MILES
GROUP 5: OVER 1000 MILES

ORIGINAL PAGE IS
OF POOR QUALITY

DETROIT, MICH.
DTW
SCHEDULED OPERATIONS BY HOUR
FRIDAY - NOVEMBER 1, 1974

LOCAL
TIME



0 TO 100 MILES

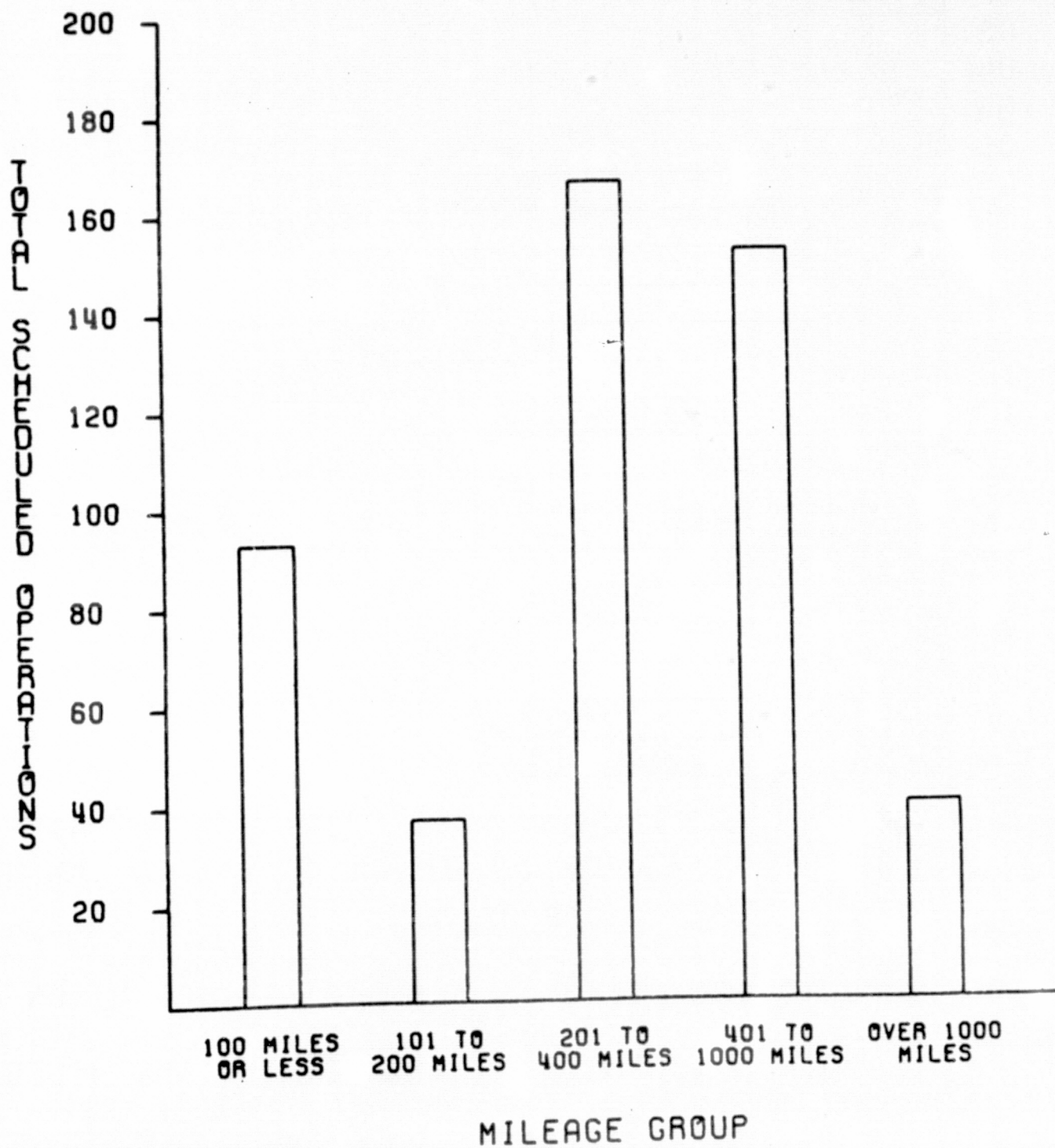
101 TO 200 MILES

201 TO 400 MILES

401 TO 1000 MILES

OVER 1000 MILES

DETROIT, MICH.
OTW
SCHEDULED OPERATIONS
FRIDAY - NOVEMBER 1, 1974



PASSENGERS ON SCHEDULED CARRIERS* (Pages I-11 to I-14)

DETROIT, MICH.

UTW

SCHEDULED PASSENGERS BY HOUR

FRIDAY - MAY 3, 1974

ORIGINAL PAGE IS
OF POOR QUALITY

LOCAL TIME	DEPARTMENTS					ENPLANEMENTS					TOTAL				
	FIRST CLASS	COACH	NON REV.	EST.	TOTAL	FIRST CLASS	COACH	NON REV.	EST.	TOTAL	FIRST CLASS	COACH	NON REV.	EST.	TOTAL
00	51	297	10	0	358	0	0	0	0	0	51	297	10	0	358
01	4	39	1	0	44	0	0	0	0	0	4	39	1	0	44
02	0	0	0	0	0	7	60	0	0	67	7	60	0	0	67
03	16	132	2	0	150	0	0	0	0	0	16	132	2	0	150
04	3	28	2	0	33	0	0	0	0	0	3	28	2	0	33
05	0	0	0	0	0	1	13	0	0	14	1	13	0	0	14
06	5	42	5	0	52	14	47	0	0	61	19	89	5	0	113
07	84	0	1	7	92	136	233	10	0	379	220	233	11	7	471
08	139	271	14	0	424	344	913	18	7	1282	483	1184	32	7	1706
09	162	527	16	7	712	45	611	30	0	736	257	1138	46	7	1448
10	130	329	9	14	482	167	653	21	47	888	297	982	30	61	1370
11	222	422	16	0	660	124	321	15	14	474	346	743	31	14	1134
12	118	281	7	0	406	267	493	11	0	771	385	774	18	0	1177
13	156	484	13	0	653	147	436	9	7	599	303	920	22	7	1352
14	217	214	8	7	446	188	398	4	0	590	405	612	12	7	1336
15	94	342	10	7	503	196	351	4	0	551	290	743	14	7	1454
16	352	900	30	0	1282	161	723	5	7	916	533	1623	35	7	2198
17	270	712	15	115	1112	491	879	18	0	1388	761	1591	33	115	2500
18	241	562	8	21	832	234	475	6	0	715	475	1037	14	21	1547
19	283	908	26	52	1269	187	458	9	188	842	470	1366	35	240	2111
20	353	1017	29	40	1439	158	342	7	0	507	511	1359	36	40	1746
21	92	210	11	0	313	139	33	3	0	175	231	243	14	0	488
22	108	348	11	0	467	65	429	6	0	500	173	777	17	0	967
23	36	179	5	0	220	33	0	0	0	33	69	179	5	0	253
TOTAL DAY	3136	8294	249	270	11949	3174	7868	176	270	11488	6310	16162	425	51	23437

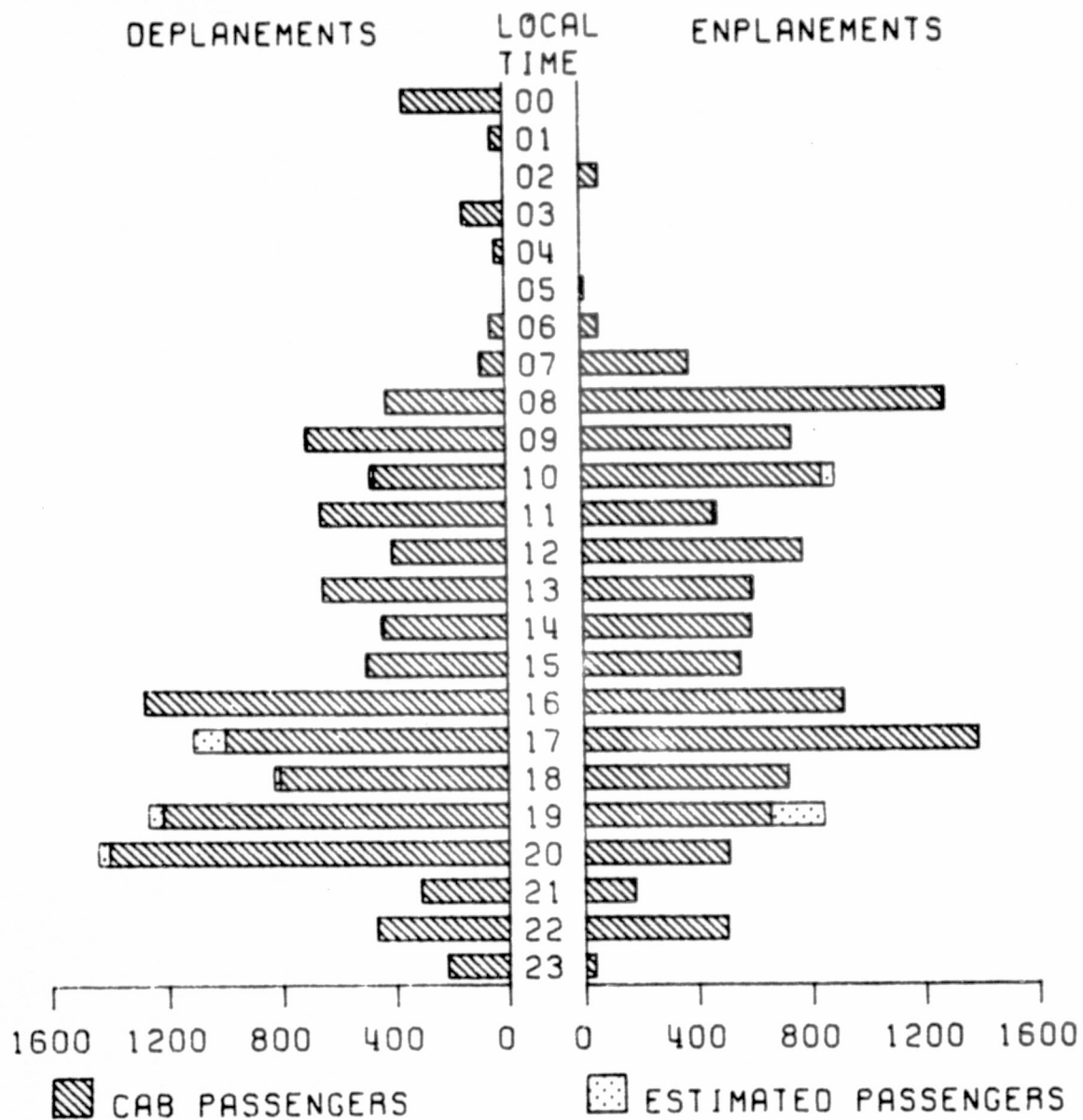
PEAK PASSENGERS PER HOUR: 2500

PEAK AS PERCENT OF TOTAL: 10.78

PASSENGER PEAK HOUR(S): 17

*From: Profiles of Scheduled Air Carrier Passenger Traffic, Top 100 U.S. Airports.
U.S. Department of Transportation, Federal Aviation Administration.

DETROIT, MICH.
DTW
SCHEDULED PASSENGERS BY HOUR
FRIDAY - MAY 3, 1974



ORIGINAL PAGE IS
OF POOR QUALITY

SACRAMENTO, CALIF.

SMT

SCHEDULED PASSENGERS BY HOUR

FRIDAY - MAY 3, 1974

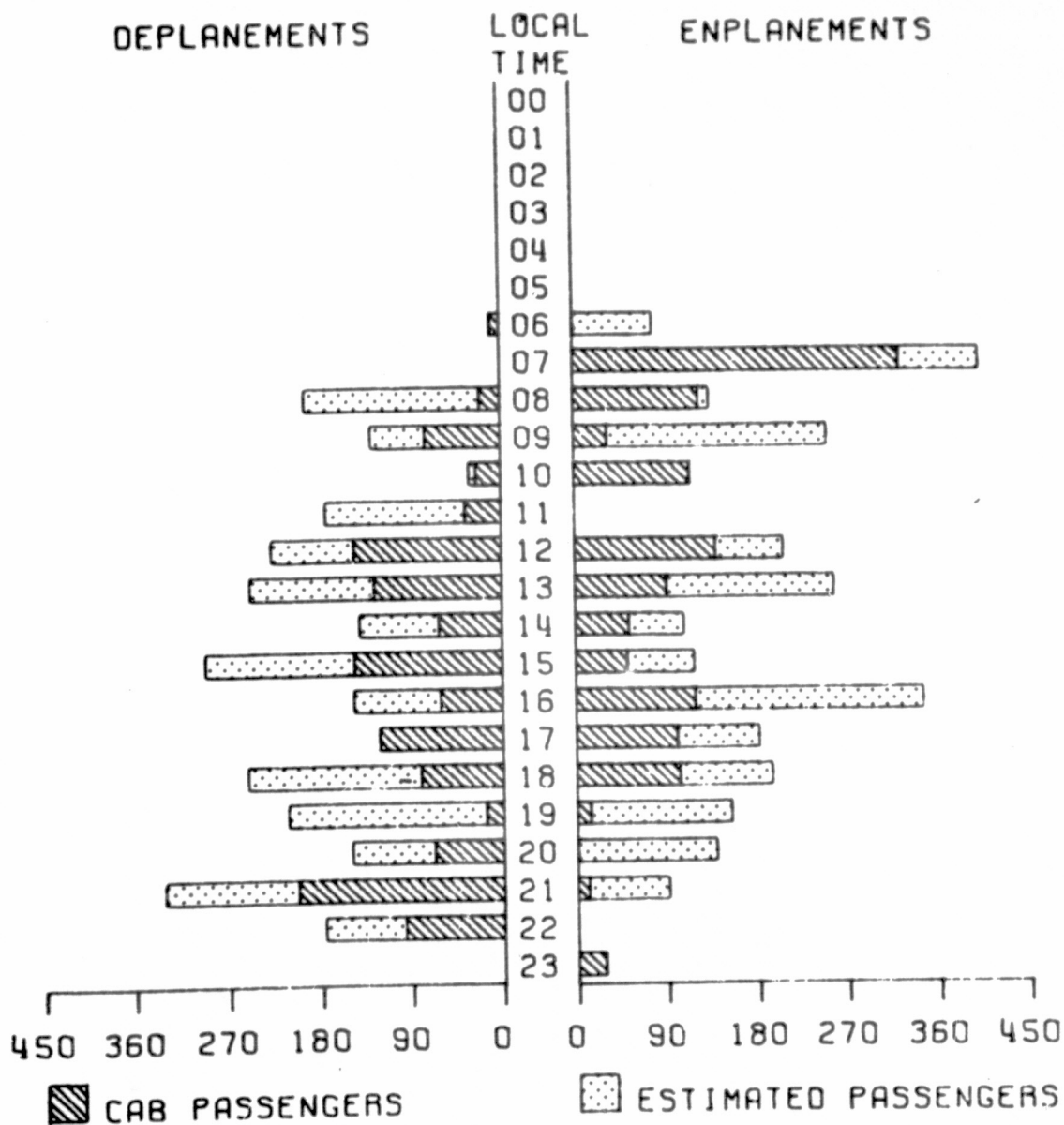
LOCAL TIME	DEPARTMENTS					ENPLACEMENTS					TOTAL				
	FIRST CLASS	COACH	NUN REV.	EST.	TOTAL	FIRST CLASS	COACH	NUN REV.	EST.	TOTAL	FIRST CLASS	COACH	NUN REV.	EST.	TOTAL
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06	0	8	1	0	9	0	0	0	80	80	0	8	1	80	89
07	0	0	0	0	0	50	269	5	80	404	50	269	5	80	404
08	1	17	1	174	193	13	111	1	10	135	14	128	2	184	326
09	5	67	2	55	129	33	0	0	219	252	38	67	2	274	381
10	23	0	1	7	31	31	83	1	0	115	54	83	2	7	146
11	5	28	1	140	174	0	0	0	0	0	5	28	1	140	174
12	6	137	3	80	226	3	136	1	67	207	9	273	4	147	433
13	49	71	6	122	248	39	49	3	167	258	88	120	9	289	506
14	0	59	2	80	141	2	51	0	55	108	2	110	2	135	249
15	13	131	2	146	292	0	51	0	67	118	13	182	2	213	410
16	0	60	0	87	147	12	104	3	226	345	12	164	3	313	492
17	56	64	2	0	122	24	76	1	80	161	80	140	3	80	303
18	0	78	2	171	251	3	99	1	91	194	3	177	3	262	445
19	16	0	0	195	211	13	0	0	140	153	29	0	0	335	364
20	5	62	0	83	150	0	0	0	138	138	5	62	0	221	288
21	84	114	4	130	332	11	0	0	80	91	95	114	4	210	423
22	5	89	3	80	177	0	0	0	0	0	5	39	3	80	177
23	0	0	0	0	0	1	22	4	0	27	1	22	4	0	27
TOTAL DAY	268	985	30	1550	2833	235	1051	20	1500	2806	503	2036	50	3050	5639

PEAK PASSENGERS PER HOUR: 506

PEAK AS PERCENT OF TOTAL: 9.0%

PASSENGER PEAK HOUR(S): 13

SACRAMENTO, CALIF.
SMF
SCHEDULED PASSENGERS BY HOUR
FRIDAY - MAY 3, 1974



APPENDIX J

CURRENT COSTS

1. Data available from the National Archives, includes CAB origin-destination data, service segment data and commuter airline data.
 - (a) Cost of copies of magnetic tapes \$60.00 per reel. (There are 4 to 16 reels for one year of data, depending on the data bank requested.)
 - (b) Fees for tape to print out extractions are \$150/hour of computer processing time. (National Archives will supply a quote for accessing data in a specified form.)
2. Data available from the Air Transport Association.
 - (a) Annual subscription costs for published results of CAB domestic origin-destination survey, \$350.00.
 - (b) Cost per roll of microfilm containing tables 11-13 of the origin-destination survey \$7.00 per roll (20 or more rolls of film per quarter).
 - (c) Air Transport Association study "Aircraft Movement and Passenger Data - Top 100 U.S. Airport" - \$500.00.
3. Available from the Records Service Section of the Civil Aeronautics Board.
 - (a) Photocopies of selected pages from the published results of the origin-destination survey or of portions of the microfilm for \$15 per page.
 - (b) Photocopies of the Civil Aeronautics Board tables of Commuter Airline data for \$15 per page.
4. Accessing data via commercial computer services.
 - (a) Terminal rental \$120-\$190 per month on a three year lease.
 - (b) Rates quoted by I. P. Sharp
 - (1) Training personnel, for a three to five day course: \$50.00 to \$100.00 per person.
 - (2) Computer-terminal hook-up time: \$8.00/hour.
 - (3) Computer processing time: \$0.35/CPU (Central Processing Unit, one second). (Lower rate for batch tasks \$0.20/CPU.)
 - (4) Characters printed: \$1.00/3000.
 - (5) I. P. Sharp's consulting fee: \$25.00/person hour (negotiable flat rates for large jobs).

(c) Cost of accessing I. P. Sharp standard reports included in Appendix D.

Report #	Page of Appendix	Time (mins.)	CPU	Characters	Total Cost
		COST			
103	D-3	6.32 \$0.84	11.553 \$4.06	9736 \$3.25	\$ 8.15
103	D-4	11.12 \$1.48	16.409 \$5.74	14334 \$4.78	\$12.00
111	D-5	5.37 \$0.72	6.156 \$2.15	6977 \$2.33	\$ 5.20
111	D-6 to D-8	21.08 \$2.80	20.927 \$7.35	34275 \$11.43	\$21.58
201	D-9	5.85 \$0.75	50.669 \$17.70	6651 \$2.22	\$20.67

APPENDIX K

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